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ATLANTIC FISHERMAN

SEPTEMBER 1952

SERVING ATLANTIC COAST • GULF OF MEXICO • GREAT LAKES

SPINNING A GOOD YARN ... is a job for machines!

Unlike a "tall tale" which is best told by a man of experience, good rope requires *uniform* strength, an exclusive feature of spinning machines. Human hands could never spin a rope "sliver" into yarn so accurately and uniformly as our "Jennies" with their many patented features.

One bobbin in every ten is carefully tested to meet our rugged specifications. That is why you can depend on Columbian Tape-Marked Pure Manila Rope—smooth, uniform, strong—a quality rope, completely guaranteed.

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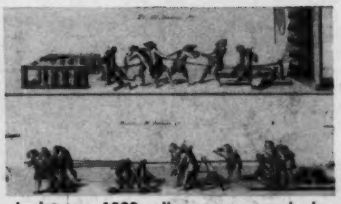

As late as 1890, all rope was made by hand — men walking backwards spinning fibres or strands as they moved.

Riehle Testing Machine capable of making breaks up to 120,000 lbs. tests Columbian hawsers as large as 12 inches.

Repeated tests prove that if allowed to thaw out, Columbian Rope is not permanently damaged by freezing while wet.

Dependable Columbian Rope can be banked on in any emergency and is ideal for use with a breeches buoy — ship to ship, or ship to shore.

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INSURES SMOOTH PERFORMANCE OF ENTERPRISE MARINE DIESELS

Thorough testing by means of the oscillograph and other scientific instruments, means long engine life—free from vibration troubles.

Vibration at critical speeds can lead to broken shafts, damaged gears and costly engine failure—not to mention objectionable noise and other effects of vibration on crew comfort. To check these forces and insure smoothest engine operation, ENTERPRISE DIESELS are *performance-tested* by highly sensitive electronic instruments.

For the finest in dependable marine power, specify quality-built ENTERPRISE DIESELS—the choice of power experts. Models from 68 to 2056 HP; 3, 4, 6 and 8 cylinders; normally aspirated and turbocharged.

Write for free copy of "Taking The Mystery out of Torsional Vibration," Bulletin EM-B7.

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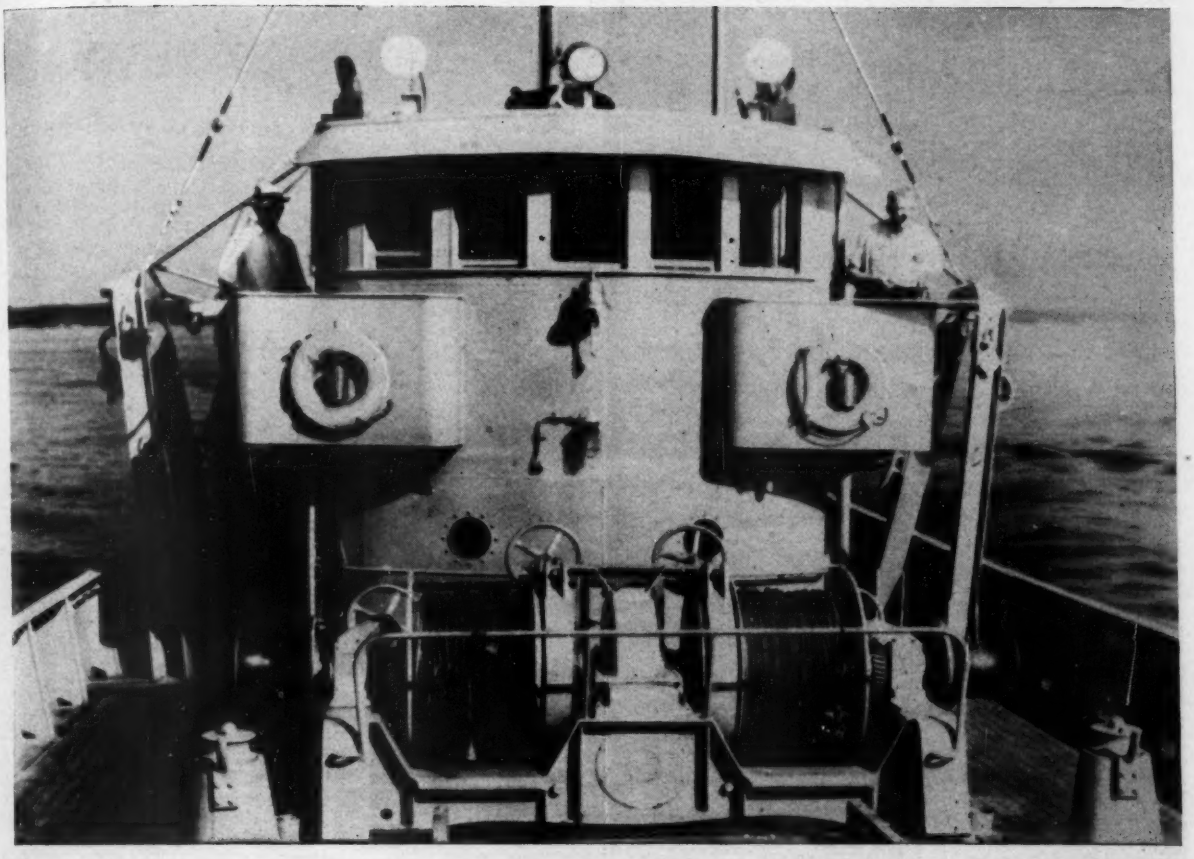

ON THIS TRAWLER you can see a lot of special jobs for wire rope. And for every job there is a specially qualified American Tiger Brand Wire Rope.

Tiger Brand Trawling Ropes *stand the gaff!*

TIGER BRAND ropes have strong and tough steel strands. Every wire is galvanized to resist rust and retain its original strength. The special construction of these ropes keeps them flexible, safe and easy to handle.

You can get everything you need in wire rope from one dependable source. Your U·S·S Distributor carries a full line of Towing Ropes, Net Ropes and Deck Ropes, all made to meet the fisherman's needs.

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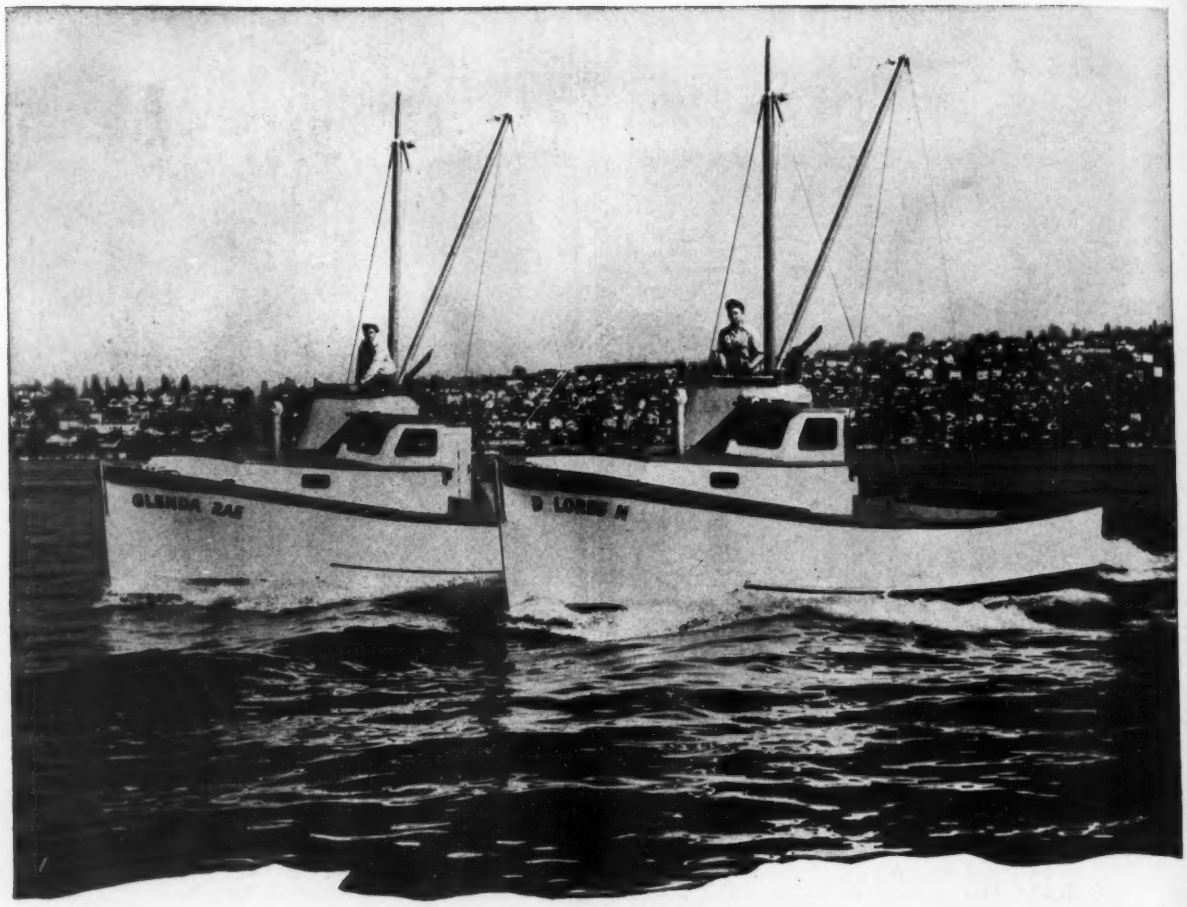

Twenty five hundred miles is a long cruise for any fishing vessel . . . and particularly when it is made as a "shakedown" cruise in a brand new boat. Yet that's exactly what the two gill-netters *GLENDA RAE* and *D LORES N* did—ran from Seattle, Wash., to the Gulf of Alaska, on their initial "delivery" trip.

Owned by Russell Bertoson of Ninilchik, Alaska, these two 32 ft. salmon boats are each dependably powered with a 145 hp Nordberg "Knight" Gasoline Marine Engine. Swinging 22" x 22" wheels through 2.44 to 1 reduction gears, these sturdy tunnel stern boats were checked out at a speed of 12 knots. To handle a big share of the fishing job, each engine is equipped with a front end power take-off and auxiliary drive, for powering deck winches, bilge pumps and auxiliary generators.

Chalk up another outstanding power job well done by Nordberg Gasoline Marine Engines.

Write for Bulletin 193, describing all 5 Nordberg 6-cylinder engine models, in sizes from 95 to 145 hp.

NORDBERG MFG. CO.
Milwaukee, Wisconsin

G732-F

Editorial

Need Ad Valorem Duty for Fillets

In a 3-2 decision made public early this month, the U. S. Tariff Commission refused to make a recommendation for the modification of the tariff regulations as they affect groundfish fillets. The industry had asked for relief under the "escape clause" provision of the tariff act, application for which was filed last September.

In reporting the findings and conclusions of its investigations, the Commission found (Commissioners Brossard and Gregg dissenting) that groundfish fillets are not being imported into the United States in such increased quantities as to cause or threaten serious injury to the domestic industry.

Tariff Commissioners Edgar Brossard of Utah and John Gregg of Oregon, both Republicans, called the domestic industry's position "precarious" in their report, which clashed with views of the Commission's three-man Democratic majority.

They declared that the groundfish-filleting industry constitutes the backbone of the New England fisheries, and said that imports have risen sharply since 1947, while employment in domestic fisheries has declined. They also noted that fishing fleet has lost much of its tonnage to foreign registry, profits have been nominal or nonexistent and inventories are large and increasing.

The Republican commissioners cited evidence that indicates costs in foreign filleting plants are lower, and wage rates in Canada are only about two-thirds as high as those in U. S. plants.

Notwithstanding an increase in imports from 9 million lbs. in 1939 to 87 million in 1951, the three-man majority of the Commission claimed domestic production had been at a much higher level in post-war years and was highest on record last year. The majority recognized that imports have taken an increased share of domestic market, but said the New England industry has suffered no decline and has, in fact, "shared significantly in great progress the filleting business has made during the last 20 years."

The world-wide price inflation has substantially lowered the effective tariff level of U. S. duties, regardless of any tariff concessions. When prices increase, the ad valorem equivalent of specific duties is reduced.

The average value of groundfish fillets imported from Canada has increased from 7.6 cents per lb. in 1939 to 19.6¢ per lb. in 1951, an increase of 158 percent. The ad valorem equivalent of the 2½¢ per lb. fillet duty has declined from 33 percent in 1939 to 13 in 1951.

Imports of groundfish fillets in 1951 showed an increase of 830 percent over 1939, whereas U. S. production has increased only 50% for the same period. Fillet imports for the first 6 months in 1952 were 11 million lbs. ahead of the first half of 1951.

The U. S. production of groundfish fillets in 1939 was 99 million lbs., while in 1951 it was 148 million lbs., and the average output for the past 5 years was 135 million lbs.

While the domestic fillet industry has shown a steady growth, its expansion has been moderate in comparison with the enlargement of the economy as a whole. The fact that the fillet industry has suffered no decline is a poor criteria.

When the domestic industry supplies only 63% of the total amount of fillets now being consumed in this country, as compared to 92% in 1939, it certainly appears that the foreign countries are enjoying a distinct advantage.

One solution to the problem would be to change the duty on groundfish fillets from the specific type to an ad valorem type. If a duty of 33 percent was desirable in 1939, the same percentage of duty is needed today. On an ad valorem basis, the amount of duty would automatically fluctuate with the general price structure, and based on the 1939 rate, groundfish fillets would be protected by a 6½-cent duty instead of the 2½-cent duty that now applies.

ATLANTIC FISHERMAN

REGISTERED U. S. PATENT OFFICE

Serving the Commercial Fishing Industry on Atlantic Coast, Gulf of Mexico, Great Lakes

VOL. XXXIII SEPTEMBER 1952 NO. 8

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Published monthly by

Atlantic Fisherman, Inc. – Goffstown, N. H.

P. G. LAMSON, President
GARDNER LAMSON, Publisher and Editor
A. E. BROWN, Managing Editor

Subscription rates, per year: United States, $3.00; Canada, $4.00; Foreign, $5.00. Single copies, 35 cents.

Acceptance under section 34.64, P.L.&R., authorized at Manchester, N.H.

CCA Member: Controlled Circulation Audit and National Business Publications, Inc. NBP

Advertising Representatives:
Kennedy Associates, 60 East 42nd St., New York 17, N. Y.
Nourse Associates, 412 West 6th St., Los Angeles 14, Calif.

GM Diesel
Case History No. 521-81 and 82

BOAT AND OWNER:

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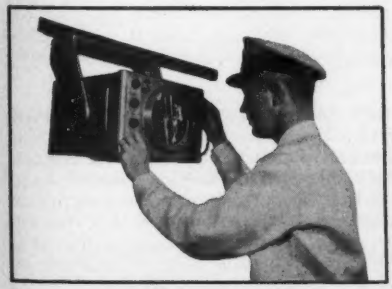

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ROEBLING

Sounding-Lead

Freezing fish at sea is getting priority among investigations being conducted by United Kingdom's Department of Scientific and Industrial Research. Department's objective is to develop a suitable labor and space-saving plant for use aboard boats.

A small pilot plant, freezing large slabs of fish between movable, vertical, directly-refrigerated plates, has been designed and installed on board the research vessel *Keelby*. This pilot plant quick-freezes blocks up to 5" thick of cod or similar fish weighing up to 112 lbs. at evaporating temperature of —30°F. to —35°F. Fish are merely dropped or poured in, their weight providing sufficient contact with metal. Frozen slab is released by warming with compressor gas.

If mechanical filleting at sea should become possible and blocks of fillets frozen, preliminary tests show that very high freezing performance would be possible even at —10°F. or 0°F., when cost, weight, space, and power consumption of condensing units would be considerably reduced.

In recent work on antioxidants, none of substances tested (ascorbic acid, gallic acid, and ethyl gallate) has proved to be of much value in storage of frozen herring. Preliminary inquiries as to whether it is better to store frozen kippers or herring show that a better product is obtained by freezing the latter when fresh, and that quality of frozen kippers may depend much on degree of curing.

Fishing off Greenland has proved successful for two German trawlers. After 23 days of exploratory operations off Greenland's west coast and in Davis Strait, these vessels returned to Germany with full loads and much valuable data.

Despite limited time devoted to fishing because of other technical objectives, vessels filled their holds with over 250 metric tons of cod and a large quantity of ocean perch (rosefish). Material and information collected will be analyzed and upon results will depend eventual further German participation in trawl fishery off West Greenland.

German vessels reported meeting many English, Icelandic, Norwegian, Faroese, Danish, and Portuguese fishing craft. Portuguese had three large vessels with crews of 82 men each. Total of 62 cutters and schooners were reported based on Greenland.

Scientific head of German expedition was of opinion that trawlers would be able to fish in Greenland waters with ordinary trawl gear until late in year. Only drift ice would be a problem. Radar contributed to good results of present expedition. Without radar it would have been difficult to trawl because of numerous drifting icebergs.

New type bag net designed to catch herring and cod has been developed by Norwegian firm. New net shuts like umbrella as it enters water. As soon as net is positioned under fish, umbrella opens, covering area of about 30 square yards, and then is pursed to prevent escape of fish when gear is above school. It is claimed that this net will not frighten fish when it enters water, and that it is able to fish at much greater depths than other types of nets.

Fish entrees are included in Frigidinner's frozen meals to be test-marketed this Fall by Florida grocery chain. These frozen-food dinners, now in use on airlines, railroads, and in many manufacturing plants, include nine different combinations, consisting of an entree and two vegetables, quick-frozen in an aluminum-foil tray which can be placed in an oven, heated and served within 12 minutes. Seafood entrees are haddock, codfish cakes and deviled crab. Five meat entrees and one turkey entree are also to be test-marketed.

First fish cookery demonstration for 1952-53 school year in State of Illinois was presented by Fish & Wildlife Service during August. Before program is completed in Illinois it is planned that approximately 65 demonstrations will be held. Further demonstration programs for school lunch managers will be conducted this Fall in Minnesota and New York.

Five fish cookery demonstrations for school lunch personnel also were presented in Kansas and Nebraska. Demonstrations in these two States carried this program to areas traditionally low in fish consumption. F&WS demonstrator reported that she was impressed by interest in fish cookery shown by the groups, one of which had 165 persons present. This type of educational program has materially assisted in developing new markets for fish.

United Kingdom consumption of fish (fresh, frozen and cured), shellfish and canned fish was 24.6 lbs. per capita in 1951, which compared with 26.7 lbs. prewar and 22.3 lbs. in 1950. Thus per capita fish consumption in 1951 increased more than two pounds over 1950, but is still two pounds under prewar figure. Fish consumption in U.K. in 1951 was more than four times greater than that of poultry.

In United States per capita consumption of fish and shellfish is only about half that of United Kingdom, although we produce more fish than any nation other than Japan.

Improving Belgium fishing industry and encouraging greater consumption of fish was object of International conference and exhibit held recently in that country. Organization has been founded to assist fishermen in improving equipment and modernizing fishing fleet, with special emphasis given to refrigeration of ships. This organization also will aim to assist in modernizing transportation, handling and distribution of fish.

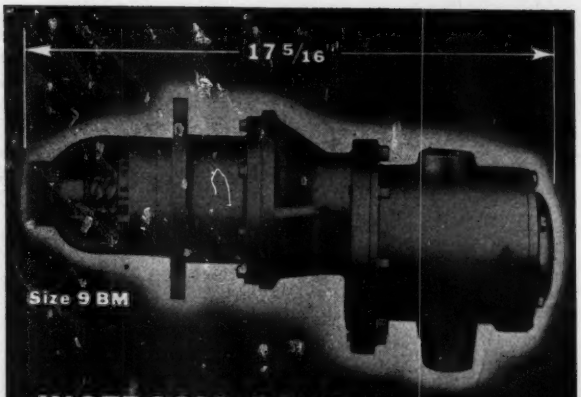
It is intended that nine modern shops will be installed to sell fish in each of provinces which will serve as demonstration shops to encourage larger distribution of fish by providing better quality at lower consumer prices. This modernization program should result in marked improvement of fishery industry, because it is said that present merchandising of fish is through 17,000 fish peddlers operating with carts.

Growth factor for chicks has been found in fish solubles, fish meal and meat meal at U. S. Department of Agriculture laboratory in Beltsville, Md. This factor, which may prove to be new vitamin, promotes growth even when chicks are fed all known nutrients. Fish solubles, fish meal and meat meal appear to be only important sources for new factor among commonly used feedstuffs.

These by-products have been generally recommended for use in feeds for growing chickens even though, in recent years, it has been possible to supply all known nutrients without them. Results of Beltsville experiments justify use of animal by-products, but search for other likely sources has revealed that factor is made by certain micro-organisms that might be suitable for commercial development.

New fish packaging and merchandising method is being used in Sweden. It consists of cutting frozen fish in portions, which are packed in plastic bags with all ingredients necessary for cooking. Package is then vacuum sealed. When contents are to be used, whole package is heated in boiling water until fish is ready for eating.

NFI committees (National Fisheries Institute) for 1952-53 have now been named, and the chairmen are as follows: V. K. Shuttleworth, Allied Industries; Ammon G. Dunton, By-Laws; Charles Hester, By-Products; George H. Thomas, Finance; Charles E. Jackson, Import; Emanuel Stein, Legislation; Harold S. Luther, Public Relations; Karl Envoldsen, Quality; Robert Howlett, Resolutions; V. L. Hodges, Traffic; Irving Usen, National Chairman of Membership Committee, with Sidney Jones as chairman for Region 1; Frank Wilkisson, Region II; A. B. Chauvin, Region III; Aldo Casaretto, Region IV; Maurice Rattray, Region V; Wilson Smithers, Region VI; F. M. Bundy, Allied Industry Membership Committee.



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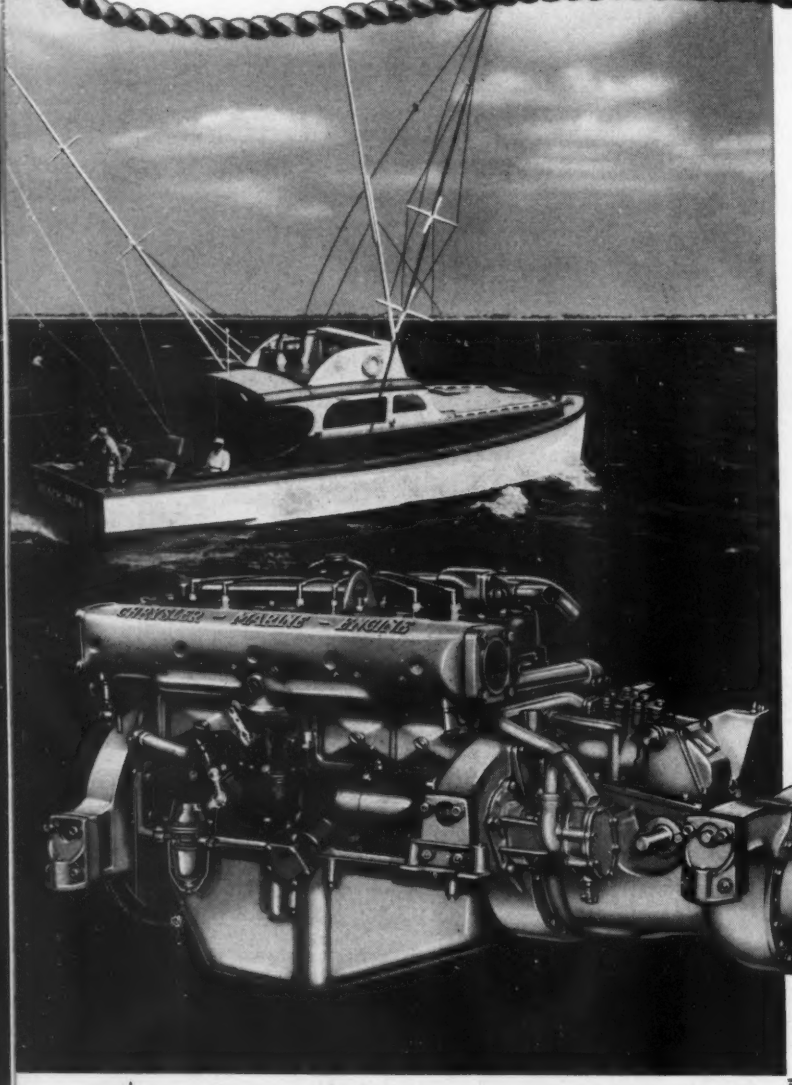

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Illustrated is the Chrysler Crown, two of which power the "Black Jack." Six additional models with "Vee" drive, opposite rotation and a choice of reductions are available for a wide variety of marine applications.

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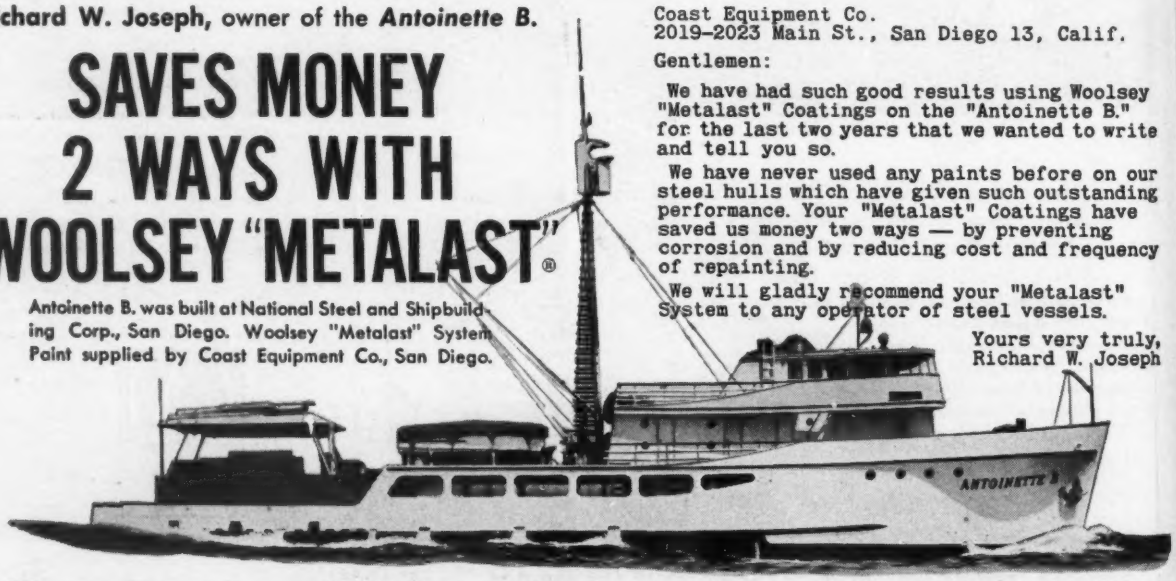

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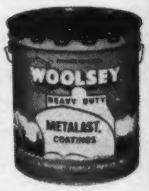

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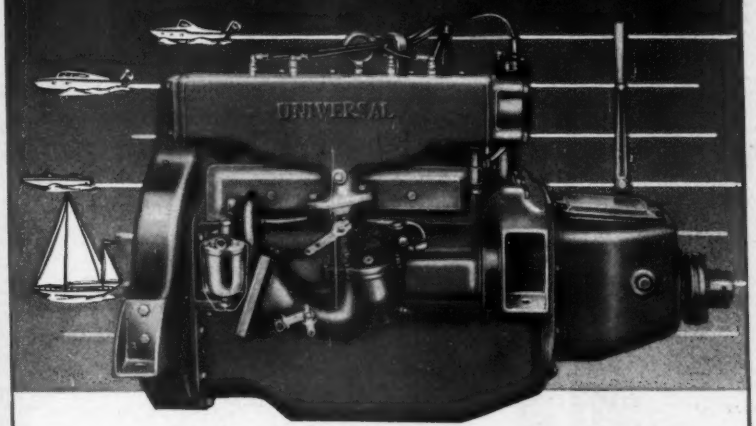

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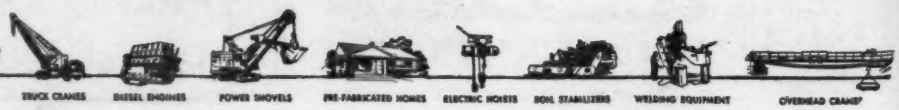


Tests Show Deep-Water Fishing Promising

Woods Hole Oceanographic Institution Survey Locates Large Redfish, Lobsters and Crabs off New England

A NEW and prolific fishing ground for redfish (rosefish, plentiful lobsters at greater depths than ever reported and abundant quantities of a succulent red crab were among the important results of three experimental fishing cruises, recently made along the continental slope of the northeastern coast by the Woods Hole (Mass.) Oceanographic Institution.

Using a chartered 83' dragger, the *Cap'n Bill II*, built last year at Thomaston, Maine for Capt. Henry Klimm, Jr. of Falmouth, Mass., the Oceanographic Institution renewed an exploratory fishing program started several years ago by fishing at depths between 150 to 550 fathoms, beyond the usual range of the commercial fisheries.

"This has been our most successful series of cruises", reported William C. Schroeder, leader of the fishing program, upon his return to Woods Hole. Mr. Schroeder, who has been associated with this non-profit research institution since 1932, is also Associate Curator of fishes at Harvard University's Museum of Comparative Zoology and is a foremost authority on sharks. With Dr. Henry B. Bigelow of Harvard University he has written many articles on fish and a comprehensive work on sharks recently published.

Mr. Schroeder reported that 117 hauls were made during three cruises, each of about one week's duration, in an area between offshore New York and Nova Scotia. "Our most interesting hauls were made southeast of Halifax, Nova Scotia, in depths greater than 300 fathoms, where we made good catches of large redfish, running about 30 to 35 fish per bushel and measuring about 14 to 19 inches in length", the biologist said. "This size range indicates a virgin territory", he continued. Most of the redfish now brought into port and filleted as "ocean perch" run about 10 to 12 inches long.

Even in the small 35 and 50' so-called shrimp trawls used by the scientists, as many as thirteen bushels of the large redfish were taken in a half hour drag. It is predicted that with larger nets and somewhat longer drags, larger catches could be made in this region.

Lobsters and Red Crabs

Many lobsters were caught during all cruises, from relatively shallow depths out to depths where they have never before been reported. Although trawl fishermen frequently bring in lobsters from the offshore grounds to depths of about 70 fathoms, Mr. Schroeder was able to make good catches out to a depth of about 150 fathoms and took smaller quantities as deep as 235 fathoms. The most successful hauls were made south of Martha's Vineyard in about 100 fathoms, where lobsters were found "just about the right size for marketing". With the exception of one large crustacean weighing 10½ pounds, the catches consisted chiefly of 1½ to 6 pounders. Some as small as six inches were also taken.

A good catch, consisting mostly of redfish, brought aboard the "Cap'n Bill II" from newly discovered fishing grounds at 300-fathom depth.

One of the red crabs found in abundance off the New England coast, displayed by Wm. C. Schroeder, leader of an exploratory fishing cruise made by Woods Hole (Mass.) Oceanographic Institution. The red crabs are found along the coast at depths from 185 to 530 fathoms. They contain about ¼ pound of excellent sweet meat and may form a good canned product.

Mr. Schroeder estimates that about 5,000 pounds of lobsters might be taken with a commercial trawl within several days of fishing, but he cautioned that this remains to be determined by actual trials by the fishermen. He came to the preliminary conclusion that lobsters, instead of crawling offshore as they get larger, may very well occupy deeper water at all times and that the inshore populations may originate in part from the deeper grounds.

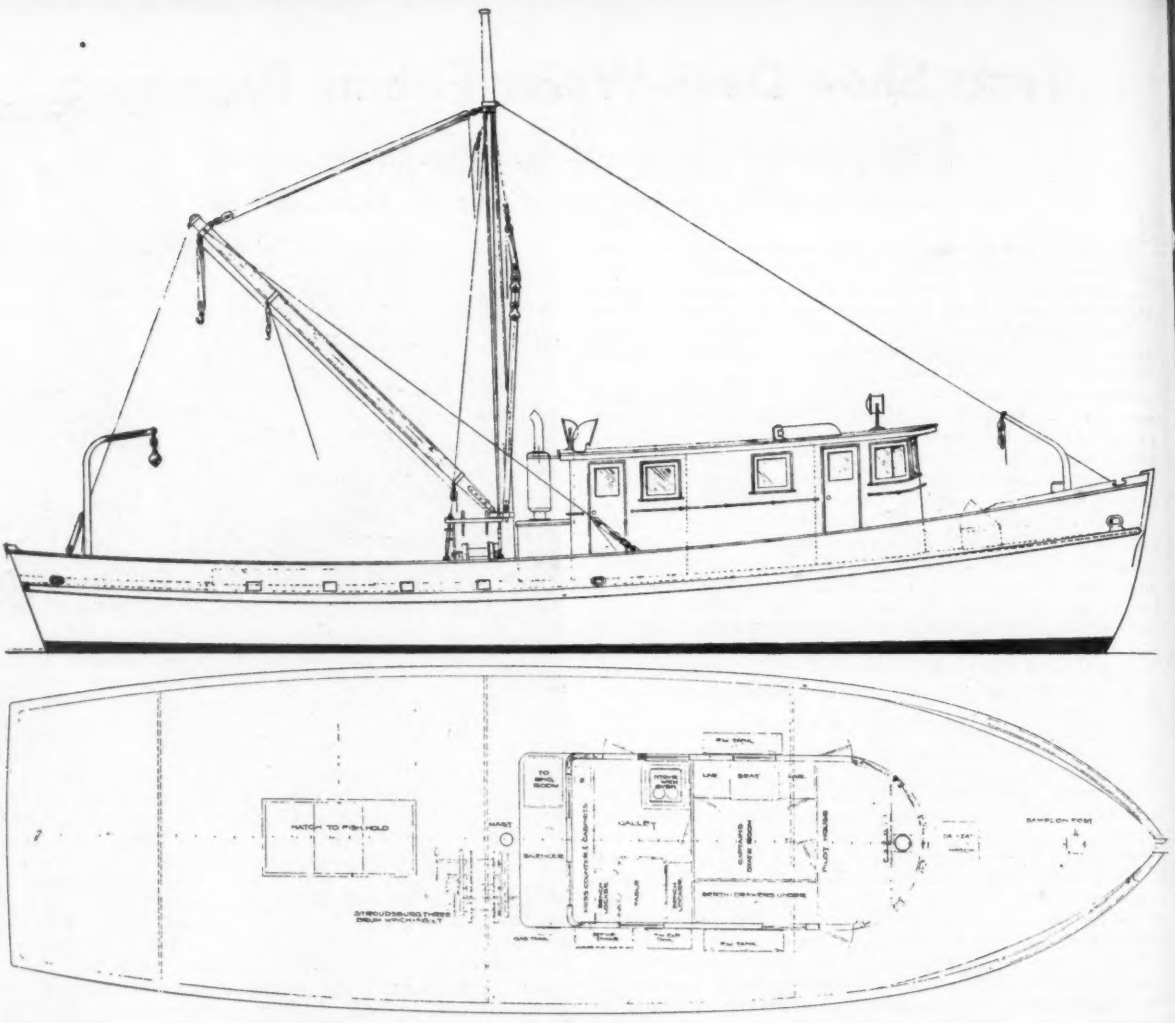
A large red crab (genus Geryon) unknown to the fisheries, was found in large quantities at depths from 185 to 530 fathoms along the entire range of the exploratory cruises. These crabs were found to have an excellent, sweet taste. The larger ones weigh 1½ to 2 pounds, have a leg spread of about 20 to 24 inches and produce about one quarter pound of meat mostly in the legs. As a canned product, they should prove the equal of any crabs now marketed. Red both before and after cooking, the crabs kept alive well on ice for 72 hours.

The crabs seemed to average larger toward the western part of the explored range where as few as 21 crabs filled a bushel, while in the eastern sector about 30 to 40 crabs per bushel was the more usual catch.

Commercial fishermen fishing in these deeper waters could also expect to catch small numbers of grey sole, a few Greenland halibut—6 of these weighing up to twenty pounds were caught—and an occasional halibut; the largest one caught during the cruises weighed 70 pounds.

If the so-called trash fish should become depleted in shoaler water, good quantities of long finned hake and grenadiers (rattails) can be found in depths beyond 150 fathoms. The small experimental trawls yielded as much as 8 to 10 bushels of these species per haul.

Many rare fishes also were taken. Mr. Schroeder, who has spent a lifetime studying rare fishes, became enthusiastic as he discussed the species of scientific interest



Outboard profile and deck arrangement plans of 60' shrimp trawler, designed by Tams, Inc. of New York City. This is the basic design being used by Diesel Engine Sales Inc., St. Augustine, Fla., which is now building vessels as large as 67'.

(Continued from previous page)

which came up in the trawls. For example, he caught about twenty specimens of a quaint looking bottom fish called a chimaera, known to science only from a few specimens caught on earlier expeditions. This fish, a relative of the sharks and skates, lives exclusively in very deep waters and is therefore rarely caught except for one species which is found along the North Pacific Coast in shoaler waters. Schroeder's catch consisted of two species, one of them new to science.

Use Single Warp on Trawling Gear

Although in the commercial fishery two wires or warps are used to drag the otter trawl along the bottom, this is not practical at greater depths or at least it has not been attempted. On board the *Cap'n Bill II* a single wire, ⅜" in diameter, was used, connected to the otter boards with a 20-fathom bridle. The wire had a length of 1260 fathoms which made it possible to fish down to 550 fathoms.

Since it was unnecessary to employ large commercial nets for the purpose of exploration, the scientist used 35 and 50' so-called shrimp trawls with 40" and 60" otter boards. The 60" boards, weighing about 150 pounds each, proved the most satisfactory of the two sizes, especially with the 50' trawl. The tows lasted from thirty minutes to one hour depending on the depth, roughness of the bottom and weather conditions. Although most of the hauls were successful, bottom was not always reached and sometimes the nets brought only bathypelagic, off-bottom deep sea fishes, to the surface. The experienced crew of six fishermen on board the *Cap'n Bill II* helped much to alleviate many of the technical difficulties.

During experimental deep water fishing, one may expect more damage and loss of nets than when one is fishing in known waters; a large number of nets were therefore taken on the cruises. Several nets were torn and the catch partially lost while a few nets were lost completely, together with the otter boards, when the wire parted due to some unknown heavy weight.

What makes the fish "tick", or in other words the analysis of the biological functions of fish, is studied by Dr. Per Scholander and Dr. Leonard van Dam, biologists of the Woods Hole Oceanographic Institution. They accompanied Mr. Schroeder on one of the cruises to obtain gas and blood samples from many of the specimens obtained. On other trips the expedition leader was assisted by James Barker of Woods Hole, Dr. Benjamin Leavitt of the University of Florida and Richard H. Backus, a graduate student at Cornell University.

The results of the cruises were sufficiently encouraging to plan for additional work during the Summer of 1953 when even deeper trawling may possibly be attempted. The Woods Hole Oceanographic Institution is greatly interested in fishery problems, and although the development of fishing methods does not fall among its scientific duties, it is planning a program in conjunction with the Marine and Fisheries Engineering Research Institute of Woods Hole.

Lake Superior's Troll Fishery Now Big Business

By Ted Bentz

IN 1924 when William Brown, a former West Coast commercial fisherman, brought lake trout trolling to Lake Superior other fishermen laughed at him—particularly his brother, Levi. The two fishermen, using the *Ploughboy*, an average size fishing tug, headed for Wood Island Reef just out of Munising, Mich.

"We put our lines down, two of them, mind you," with McMahon spoons, at 11 o'clock," Brown reported later, "and at 4 o'clock that afternoon we quit—had to, a Nor'-wester was blowing up and our gas was pretty low. But we had plenty of trout—the kind nobody was supposed to take on a line—1,430 lbs. of them, yes, sir, in a little under five hours."

That was reported to be the start of commercial lake trout trolling on Lake Superior, which since has become big business. Probably the real reason for the phenomenal growth of Lake Superior's troll fishery is the sporting nature of the business, coupled with the relatively independent life led by fishermen and the fact that effective trolling can be conducted either by one individual or not over a crew of two, plus the consistent financial return from comparatively small investment.

Troll fishing, essentially, requires use of a moving lure or baited hook at various depths contingent upon the level at which lake trout are lurking or feeding at the time. By the long upright poles, which are utilized to keep lines clear of the boat, a commercial trolling craft is readily identified.

Two Poles Used

Lake Superior trolling boats are usually outfitted with a cross arm over the cabin to which two poles are fastened. These poles are made of spruce, cedar, or fir, tapering from 3 or 4" in diameter at the butt, to about 2" at the tip. Fishermen treat these with linseed oil and paint them. The poles are secured in a bracket on the cross arm or on the roof of the cabin. When not in use the poles rest in grooves in the cross arm or may be laid forward.

Trolling lines, usually of 1/16" stainless or bronze twisted wire or solid stainless steel wire ranging in diameter from .024 to .032, are from 100 to 150 fathoms in length. Each of these lines is wound on gurdy or deep-sea trolling reels.

A few commercial trollers make use of power reels each individually controlled by a clutch and brake and made in sets of 2, 3 and 4 spools. A take-off shaft from the main engine provides power for the reels. The shaft is connected to any ordinary automobile transmission either by a sprocket chain or V-belt arrangement. The spools or gurdies take off of the transmission.

In recent years the trend has been toward use of electric or hydraulic drives for reeling power. As well as direct action, this type also can be adapted to provide reverse operation.

Troll lines run vertically from the reels through a 4 to 6" bronze block suspended overhead and then across to another block on a davit on boats where power reeling is used. The davit is made of 1" or 1½" galvanized steel pipe high enough to permit the fishermen to move beneath it and extending a little beyond the gunwale of the craft.

Fishing Lines Are Weighted

While fishing, the poles are fixed at an angle of approximately 50 degrees from the mast. The trolling line is allowed to run out by releasing the brake on the reel on which it is wound. The fishing lines, when in operation, carry weights from 10 to 20 lbs. each, depending upon the level at which the fisherman desires to troll.

Some troll fishermen simply attach lines from the deep-sea rod and reel to poles. A piece of inner tube or screen door coiled spring is fastened to each line near the boat.

The "Catherine Mary" of Munising, Mich., on a lake trout trolling operation. Observe how the poles extend from either side of the craft.

By watching the action of the inner tube or coiled spring the fisherman can tell when he has a strike.

With a fish on the hook, the inner tube or spring will stretch and vibrate. Once a fish is on, the fisherman can lower the inner tube or spring coil and unsnap the line from it to start reeling in the fish on rod and reel. Or, if preferred, the fisherman can pull it in hand over hand. Great care must be applied, however, in hauling in and landing the fish.

If the power reel is used, this often tiring but exciting labor is not required. For against the strength of the twisted steel or copper wire and hand-forged hook a lake trout, notwithstanding its size, has little chance of getting away—lest it has been lightly barbed.

The usual practice for commercial fishermen is to be on the alert for schools of chub, herring, smelt, etc. For wherever these small fish are concentrated, lake trout are likely to be found awaiting an opportunity to grab a tasty herring snack. And that is where the moving lure is essential.

In cases where commercial fishermen rent boats to game fishermen, for which they receive from $35 to $50

(Continued on page 37)

Roy Mattson, right, a commercial troller of Munising, Mich., and two other fishermen with a catch of lake trout.

Use and Maintenance of Fire Extinguishers

Such Equipment Should Be Inspected Regularly To Insure Proper Functioning in an Emergency*

PROMPT use of a suitable portable fire extinguisher can often prevent a small blaze from becoming a serious fire and may thereby save a great deal of money. To be effective, portable extinguishers must be well maintained, easily accessible and properly used. This requires that men be trained in their use so that when the need arises, they will know what type of extinguisher to select and how to use it.

The following classification plan has been developed by the Underwriters Laboratories for designating types of fires: Class A Fire—Fires in ordinary combustible materials where the quenching and cooling effects of quantities of water or solutions containing large proportions of water are of importance; Class B Fire—Fires in small quantities of flammable liquids, greases, etc. where a blanketing effect is essential; Class C Fire—Fires in electrical equipment where the use of a non-conducting extinguishing agent is of first importance.

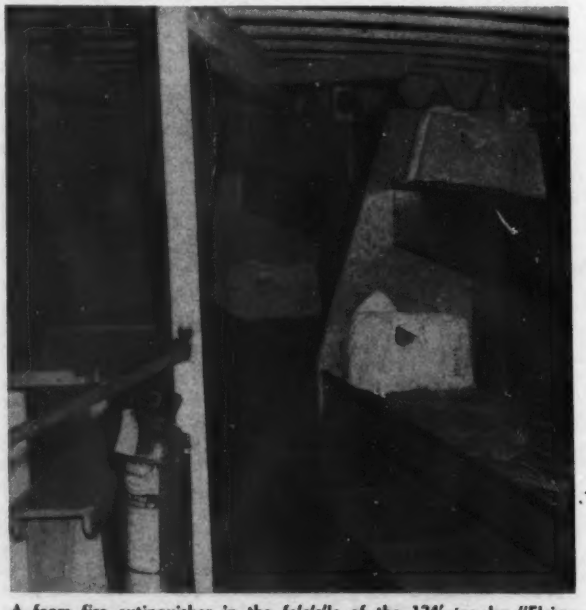
Types of Extinguishers

Soda Acid Extinguishers: This type of extinguisher, which is effective principally by cooling the burning material below its ignition point, is particularly adapted for use in Class A fires. In using it the extinguisher is inverted and the stream directed at the base of the fire, starting at the outer edges and working in towards the center. As the extinguisher starts to generate gas and causes the water to be expelled as soon as it is tipped over and continues for only about one minute, it should not be inverted until the scene of the fire is reached.

The soda acid extinguisher is not desirable for use on Class B fires because of the danger of causing the burning oil or grease to float off the top of the liquid and thus spread the fire.

For Class C fires it is not recommended because the stream is a conductor of electricity and its use on live electric circuits might be dangerous to the operator.

* Excerpted from publications of the Accident Prevention Bureau of the Pacific Maritime Association, San Francisco, Calif.



A foam fire extinguisher in the fo'c's'le of the 124' trawler "Flying Cloud", owned by Usen Trawling Co. of Boston, Mass.

In the soda acid type of extinguisher sodium bicarbonate is dissolved in the water which fills it and sulphuric acid is contained in a bottle. When the extinguisher is inverted the acid reacts with the sodium bicarbonate to form carbon dioxide gas. It is this gas which forces out the water. Because of this pressure, it is very important to see that hose and nozzle are clear before inverting the extinguisher.

Once a year the extinguisher should be completely discharged, inspected, cleaned and refilled. Corrosion of the shell may so weaken the extinguisher as to cause it to burst in use. Particular attention should be given to the hose where it joins the metal elbow to see that it has not been cracked through bending. This annual discharging provides an opportunity to demonstrate to the crew the method of using it. After recharging each extinguisher should be tagged to show the date of inspection and refilling.

The soda acid type of extinguisher will freeze and rupture at low temperatures so must be kept in an atmosphere above freezing. It is hazardous to add anti-freeze material to the solution. If desired, a special anti-freeze extinguisher can be purchased.

Foam Extinguishers

The foam type of extinguisher is recommended for Class A and is particularly adapted for Class B fires. To use invert and direct stream at base of fire, if a Class A fire. For a Class B fire the unbroken stream should not be directed into the burning liquid as the smothering effect of the foam will largely be dissipated, and also there is the danger of causing a splashing of the burning liquid. If the burning liquid is so located that the stream can be directed against the side of the container and its force thus broken up, this should be done. If this does not appear feasible the stream can be successfully broken up by placing thumb over the stream as it leaves the nozzle.

The foam extinguisher puts out the fire by cooling the burning material below its ignition point and by smothering. The blanket of foam, which is spread over the fire, cuts off the air supply necessary for continued combustion.

Its use on Class C fires is not recommended as the stream is a conductor of electricity and the foam is difficult to remove from electrical apparatus.

This type of extinguisher is similar to the soda acid type except that to the sodium bicarbonate solution is added a foaming agent and a tube of ammonium sulphate solution takes the place of the bottle of acid.

The extinguisher should be discharged annually and thoroughly inspected and cleaned to remove any foam or adhering salts, particularly from the hose and outlet screen. Here again, careful examination for corrosion is important, since any weakening of the shell may cause an explosion during use. Look for weakness in the hose where it joins the elbow. The foam type extinguisher will freeze in cold weather.

As with the soda acid type, the foam type extinguisher should be inspected frequently to see that the hose and nozzle have not become plugged.

Carbon Tetrachloride Extinguishers

Carbon tetrachloride extinguishers are of the pump gun type and are operated by turning the handle to unlock and then pumping. This extinguisher is most suitable for Class C fires, but under certain circumstances may be successfully used on Class A and B fires.

If used on Class A fires the stream should be directed

(Continued on page 32)

Oystermen Hear Ideas for Increasing Sales

Industry Convention Held at Atlantic City

ONE of the best attended oyster conventions ever held took place at the Ritz-Carlton Hotel, Atlantic City, N. J. on August 12-14, when the Oyster Growers & Dealers Association of North America, Oyster Institute of North America, and National Shellfisheries Association convened for their 44th joint annual meeting.

J. Richards Nelson, of F. Mansfield & Sons Co., New Haven, Conn., was elected president of the Growers & Dealers Association for the ensuing year. He took over the presidency of the organization in January following the death of James S. Darling.

Royal Toner, Lester & Toner, Inc., Greenport, N. Y., was reelected as 1st vice president; William P. Ballard of Ballard Fish & Oyster Co., Norfolk, Va., continues as 2nd vice president; and William M. McClain of Wm. M. McClain Inc., Philadelphia, was newly named as junior 2nd vice president. David H. Wallace, who was reelected as executive secretary-treasurer of the group, also serves as the director of the Oyster Institute.

The officers of the National Shellfisheries Association, who were reelected, are James B. Engle, U. S. Fish & Wildlife Service, Annapolis, Md., president; Dr. A. F. Chestnut, Institute of Marine Fisheries, Morehead City, N. C., vice-president; and G. Francis Beaven, Chesapeake Biological Laboratory, Solomons, Md., secretary-treasurer.

The meeting voted to hold next year's oyster convention at New Orleans, La., during the month of June, and this will be the first time that the oyster and shellfish groups have met in a location not on the East coast.

The talk of Mrs. Glenna McGinnis, Food Editor of Woman's Day and Director of Woman's Day Kitchens was one of the highlights of the convention. Mrs. McGinnis pointed out that oysters were in a preferred position because they were non-fattening, but high in protein. She said that it is now fashionable to be on a diet and oysters were an ideal food for persons dieting. Mrs. McGinnis emphasized the importance of telling the public about the oyster, and how it can be prepared by the housewife. She congratulated the Institute Public Relations Committee and A. E. Kessler on the outstanding job they had done, and pointed out how vital it was to the industry to have this phase of their work continued.

J. Richards Nelson, New Haven, Conn., center, elected president of the Oyster Growers & Dealers Association at its Atlantic City convention; with Baldo V. Pausina, New Orleans, La., left, president of Louisiana Oyster Dealers and Growers Association; and David H. Wallace, Annapolis, Md., director of the Oyster Institute.

Left, Royal Toner, Greenport, N. Y.; right, William P. Ballard, Norfolk, Va.; both vice presidents of Oyster Growers & Dealers Association; with A. E. Kessler of the Oyster Information Bureau, New York.

Membership Increase Reported

A marked increase in membership of the Oyster Growers & Dealers Association during the past two years was disclosed by the annual report of Mr. Wallace who stated:

"The total increase has been about 30% with about 15% in the last eleven months. These new members have been growers, packers, dealers and distributors. By their presence from all over the country, they have broadened the scope of the Association, and have made it stronger.

"I have travelled in every shellfish producing state except Maine, Massachusetts and Texas during the past year. Contacts have been made with most of the members and many others in the industry. This personal contact has been most helpful to me in understanding the many complexities of the industry. Furthermore, a greater segment of the industry is now aware of the Association and what it is attempting to do.

"The program of the Institute has been brought to the public through a number of meetings of various organizations. I have spoken on shellfish before the American Institute of Biological Sciences, presided at a day long shellfish session of the Gulf and Caribbean Institute, spoke before the Executive Board of the Pacific Coast Oyster Growers Association, and appeared before many civic and public groups discussing oysters.

"Activities of the Interstate Commerce Commission have been given attention. Representatives of the industry and your Director have appeared before I.C.C. examiners several times during the year opposing requests for increased express rates. While reicing charges were allowed, our efforts along with those of N.F.I. postponed the effective date for the new charges several months and thus saved the industry many thousands of dollars.

"Our industry has had several conferences with Fish and Wildlife officials, particularly regarding research. The Government Relations Committee, headed by Joseph Glancy, met with Dr. Lionel Walford, Chief, Branch of Fishery Biology this past Spring to discuss the federal research program for the coming year. This activity is a continuation of such meetings begun three years ago and has resulted in a close coordination of research and industry needs. It is hoped to expand this program to include similar conferences between state and local research agencies and our local industry representatives.

"Planning for this development has already begun. The Chesapeake Bay Institute, which is a research agency working on the Chesapeake, has already proposed such a conference and it will be held early this Fall, with industry members from Maryland and Virginia invited to attend. Such a program should bring about an even closer relationship between industry and scientists.

"Our distribution of educational pamphlets to science and home economics teachers has expanded enormously.

The material has been standardized into four booklets covering the commercial aspects of the industry, biology of the oyster, nutrition and methods of preparation. Last year 44,063 pamphlets were distributed as compared to 79,742 in 1952. The 1952 distribution represented more than a 100% increase over 1950. This amazing jump we believe represents an expanded public interest in oysters and is probably the result, to a large extent of our most successful public relations program."

Maintaining Quality at Retail Level

Merchandising of oysters at the retail level was the topic of Henry M. Smith of The Great Atlantic and Pacific Tea Co., who stated that the yearly sales volume of oysters in A&P Seafood Departments is exceeded by only one other variety.

"Our oyster business regularly receives top level consideration as attested to by the attitude of our sales organization that 'under adequate supply conditions oysters because of their popularity have tremendous sales potentiality'.

"In our operations we have many checks and counter checks on oysters to enforce rigid quality control. *First:* Our National Fish Department conducts a sanitary plant inspection and lists approved sources for buying. *Second:* We require code dating on cans at time of shucking. It is a strict Company rule that oysters must be sold or disposed of after ten days from date shucked. *Third:* Spot samples are taken of shipments and these are subject to Laboratory analysis at Boston. *Fourth:* All store sales personnel who handle fish are indoctrinated by familiarizing themselves with our Seafood Merchandising Manual which gives specific instructions and policies regarding the proper handling and care of oysters in the store. These rules are referred to as 'the Ten Commandments governing the care of oysters'.

"Continuity of supply is a prime requisite to a successful selling program. When sales enthusiasm has been built up on a product through strenuous promotion, and sales volume is running along each week at a fast clip, a temporary failure to deliver the goods has a disastrous effect that sometimes takes weeks and weeks to correct.

"Generally speaking, customers attitudes toward oyster prices the past season were to the effect that they did not represent a 'good buy'. Over the years oysters have entrenched themselves as a volume item due to their being within reach of the mass market. To the contrary, we are inclined to look upon oyster prices last year as appealing only to a consumer group of above average income. This does not point to sales progress and a continuation of the trend can cause a retrenchment in the retailer's promotional efforts and display space allotment.

"Since oyster quality is better protected by uniformly cold temperatures which is better controlled by wet ice, a separate mobile display unit known as an oyster dispenser is in wide use in our super markets. These are prominently located in front of or near by the store Seafood Department and afford oysters a distinctive island display—the type display that is most sought after by large food manufacturers. Some outstanding sales performances have been recorded on oysters sold from this type equipment. This selling method is a big innovation over the old way of displaying in bulk cans which oftentimes were hidden away from customer view by being surrounded with mass displays of fresh round fish in a closed case requiring customer service.

"It opens up a new field of merchandising to the oyster packer and retailer. It promotes the use of consumer-size sealed cans which type pack now represents 80% of our entire oyster purchases. Five years ago our purchases of oysters in pint cans amounted to less than 40% of our total usage. It eliminates direct selling by store personnel and requires that can labels be attractive with clear visible copy and the product easily recognized. It places greater responsibility and, at the same time, greater sales opportunity on the individual packer whose name and brand is now identified to the consumer."

Consumer Preferences for Shellfish

The results of a recent survey of consumer preferences for fish and shellfish, in a nationwide sampling of 2473 households, made by the Economic and Cooperative Marketing Section of the Fish & Wildlife Service, were presented by Walter H. Stolting who said:

"With respect to fresh shellfish, taste or flavor was the predominant item with 69 percent of the answers in that category, and 12 percent of the respondents answering 'ease of preparation'. For frozen shellfish it was just the opposite with 42 percent of the answers showing 'easy to prepare' and a smaller amount, 31 percent, showing that the flavor was the thing particularly liked about that product.

"The answers to the question, 'What kind do you usually serve?', for both fresh and frozen shellfish overwhelmingly favored shrimp; with 73 percent of the answers for frozen shellfish; and 52 percent of the answers for fresh shellfish naming that item. Oysters were fourth on the list under frozen shellfish, with only 6 percent, but as would be expected for fresh shellfish, they were rather high on the list, being second in importance with 18 percent. For canned shellfish, oysters again were relatively low on the list of replies to the question, "What kind do you usually serve?'. For canned shellfish, 49 percent of the answers listed shrimp; 34 percent, crabmeat; 13 percent, lobsters; and only 8 percent showed oysters.

"Frozen oysters are four to five times more important in the North Central area of the country than they are in the three other regions into which our study was subdivided, namely, Northeast, South and West. Fresh oysters are more important in that region, too, with the

Maryland representatives at Oyster Convention, showing from left to right: Homer Ringgold, Dept. of Tidewater Fisheries; Ballard Rogers, Warren Denton & Co., Broomes Island; George T. Harrison, Tilghman Packing Co., Tilghman Island; William R. Woodfield, Woodfield Fish & Oyster Co., Galesville; Warren Denton, Warren Denton & Co.; G. I. Rupert Lore, J. C. Lore & Sons, Solomons; L. F. Hobbs, Dept. of Health.

Left to right: Frank M. Miles, Norfolk, Va.; Lemuel B. Newcomb, Vineland, N. J.; both directors; Wm. M. McClain, Philadelphia, Pa., vice president, of the Oyster Association; Dr. Victor L. Loosanoff, Fish and Wildlife Service, Milford, Conn.; George H. Vanderborgh, West Sayville, N. Y.

South ranking next in importance. Canned oysters are most important in the South and the West.

"In response to the question 'Do you prefer to buy raw or already cooked fish and shellfish?' of those who had purchased frozen shellfish, 72 percent preferred raw shellfish and 19 percent preferred already cooked shellfish. In connection with breaded frozen products, 32 percent of those respondents had already purchased breaded frozen shellfish, whereas 60 percent had not. Of those who had bought breaded frozen shellfish products, 72 percent like that type product, and 24 percent expressed a dislike. These respondents were asked if they would like a complete frozen shellfish dinner containing the shellfish, potatoes, and vegetables packaged in a ready-to-heat container. Of the 480 respondents asked the question, 25 percent indicated they would like such a product, 46 percent expressed a dislike, and 21 percent indicated that they did not have any special feeling one way or the other."

Fishery Products for School Lunches

The possibilities of increasing the use of fishery products in school lunch programs were outlined by William H. Dumont of the Fish & Wildlife Service. He stated that during the past school year, over one million students in seven states were reached by the Fish & Wildlife Service's program to increase the use of fish and shellfish in the schools.

"In the United States, there are around 52,000 schools taking part in the Federal School Lunch program. These serve over a billion lunches to 8 million school children.

"Working in cooperation with the Department of Agriculture and various state educational agencies, the Educational and Market Development Section of F&WS has conducted a series of fish cookery demonstrations for the managers, supervisors, and head cooks of school cafeterias.

"Our surveys show that a few years ago only in the coastal areas were schools using fresh fish or shellfish to any extent. The farther inland one went, the lower was the consumption of fish by the school children. In one inland state, canned fish was used four times as often as frozen or fresh fish. In some areas, we have found that many of the schools were using fish only once a month while some never served fish.

"When asked why fish were not being used, the following answers were generally received: 1. Children do not like fish. 2. Too much smell when cooking fish. 3. Fish cannot be served with milk. 4. Fish are too messy to clean. 5. Fresh fish are not available all year. 6. Fish cost too much.

"The biggest question to the school lunch managers was the cost. As mentioned above, most of the schools had been purchasing canned fish, using principally salmon and tuna, while halibut, salmon, fillets of cod and haddock were the main fresh or frozen varieties. Oysters were used occasionally by very few schools.

"When it comes to selling to the schools serving a Type A lunch, 2 ounces of cooked meat, poultry or fish are required. This means 2 ounces of canned fish, or 3 ounces of raw fish fillets or 4 to 5 ounces of oysters per child. At the cost of oysters at retail last year, this is from 16 to 22 cents per serving, depending on the distance from the shipping point. This means that at present prices, oysters are generally too high. Schools near oyster producing points may serve them a couple of times a year for variety, but if they do, they will have to balance the higher cost with several lower cost lunches.

"If all schools which now serve this Type A lunch were to use some fishery product once a week, it would require over one million pounds of fish fillets or shellfish meats a month.

"In many rural areas there was the problem of where could the schools purchase frozen fish. In trying to solve this, it was found that the local locker plant was a good source. But many locker plants do not carry frozen fish for sale, or if they did, sales were limited to their own patrons or customers. It is believed that with proper advertising at the locker plant level, frozen oysters can be sold in greater volume through locker plants. There are, in the U. S., over 11,000 locker plants with 53 million lockers. Potential sales of frozen fishery products through those plants are estimated to be over 50 million pounds a year."

Food & Drug Standards for Oysters

The program for enforcing standards of identity for fresh raw oysters was explained by John L. Harvey of the Food and Drug Administration, who said:

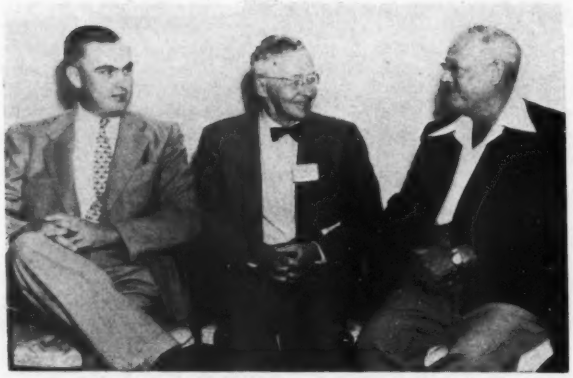
"Water is one of the long-profit adulterants frequently encountered in foods, and the nature of fresh raw oysters plus the methods of preparation and handling make them particularly vulnerable to the practice of substituting water for oysters and reaping profit at a rate that represents the difference in cost of these two articles.

"The adulteration of fresh oysters with water occurs in a number of different ways. Excessive water in the soaking pots will be taken up and cause the oysters to be adulterated. Excessive length of time in soaking tanks or in soaking and blowing will increase the water content. Allowing water to remain after washing, or improper drainage, produces adulteration with water. Lastly, there is deliberate and direct addition of fresh water to oysters that are otherwise properly prepared.

"Producing raw oysters in compliance with the standard is designed to, and will, avoid adulteration by any of these means.

"It is also true that free liquid in excess of five percent, determined 15 minutes after preparation, causes fresh oysters to be in violation of the standard. It is to be emphasized, however, that free liquor is not the only measure of violation by reason of added water and oysters may be adulterated from excessive soaking even though the free-liquor content is within the five percent allowed by the standard. On the free-liquor question you doubtless have heard arguments that oysters will exude some of the free liquid, even though they have been prepared in accordance with the standard, and such exuding free liquor may cause a violation of the five percent figure.

"It may be of interest to you to know that the Food and Drug Administration has made a thorough study to es-



Left to right: George Vanderborgh, Jr., G. Vanderborgh & Son, West Sayville, N. Y.; Dr. James B. Lackey, consultant for Vanderborgh and Bluepoints Co.; James N. McConnell, Director, Division of Oysters and Water Bottoms, Louisiana Dept. of Wild Life and Fisheries, New Orleans, La., at Atlantic City Oyster Convention.

tablish the facts with regard to this point. We can conclusively prove that oysters originating in the Chesapeake Bay area will not blend or leak so that the free liquid increases during standing, handling, or shipping. These studies are not casual but are extensive, and the conclusions are overwhelming. In no single case did we find authentically-packed oysters in good condition subject to bleeding or leaking as a result of storage. Actually, within 15 minutes of packing, such oysters absorbed or took up some of the free liquid that was present.

"Another established fact about fresh raw oysters that may be of interest is that when packed with excess free liquid they tend to arrive at a state of equilibrium within the first 24 hours after packing, and from then on the ratio between the free liquid and the oysters is relatively stable unless the oysters are frozen or decomposition sets in.

"As to the future operations of the Food and Drug Administration as they relate to adulteration of oysters, we intend to vigorously enforce the standards because we feel it is in the best interest of the consumer. We expect to enforce these standards through the various legal sanctions that are provided in the law.

"The watering of oysters not only cheats the consumer by selling him water at the price of oysters, but also gives him a product with a deteriorated flavor, somewhat changed physical characteristics, and much less desirable eating qualities generally. The oysters become chalky-white and bloated, with soft, spongy tissues, and lose their rich creamy-yellow color and firm texture. On cooking, watered oysters rapidly diminish in size and the meat becomes tough and almost devoid of taste. This kind of product is not that which the consumer is willing to continue to pay a fancy price for."

Scientists Report Oyster Culture Progress

A wide range of subjects covering the scientific aspects of shellfish culture was presented by fishery biologists and technicians from various sections of the country.

Subjects related to the feeding of oysters were presented by Daniel J. Floyd, Beaufort Fish & Wildlife Service Laboratory, Beaufort, N. C., who spoke on "Foods and Feeding of Oysters as Observed with the Use of Radioactive Plankton"; and by Willis G. Hewatt, Virginia Fisheries Laboratory, Gloucester, Va., whose topic was "Another Oyster Feeding Experiment"; while Harry C. Davis, Milford Fish & Wildlife Service Laboratory, Milford, Conn., spoke "On Food and Feeding of Oyster Larvae"; and Lawrence Pomeroy, Rutgers University, New Brunswick, N. J., described "Radioisotope Studies of the Utilization of Dissolved Phosphorus and Calcium by the American Oyster".

"Shellfish Sanitation in Hampton Roads" was discussed by Frank H. Miller, Hampton Roads Sanitation District Commission, Norfolk, Va.; while "A Water Quality Survey of Hampton Roads Shellfish Areas" was presented by Russell Smith, U. S. Federal Security Administration; and a speech on "The Protistan Plankton of Shellfish Waters" was given by Dr. James B. Lackey, Blakiston Co., George Vanderborgh, Jr., G. Vanderborgh & Son, West Sayville, N. Y., and Joseph B. Glancy, Bluepoints Co., Inc., West Sayville, N. Y.

Part of the shellfisheries program was devoted to clams and included speeches by Melbourne R. Carriker, Rutgers University, New Brunswick, N. J., on "Preliminary Studies on the Field Culture, Behavior, and Trapping of the Larvae of the Hard Clam"; and by Harold H. Haskins, New Jersey Oyster Research Laboratory, Cape May Court House, N. J., on "Further Growth Studies on the Hard Clam, *Venus Mercenaria*, in New Jersey Waters".

Scientific reports on oyster enemies were given by Franklin B. Flower and John J. McDermott, New Jersey Oyster Research Laboratory, Cape May Court House, N. J., whose topics were "Observations on the Occurrence of the Oyster Crab, *Pinnotheres Ostreum*, as Related to Oyster Damage in Delaware Bay", and "Preliminary Studies of the Common Mud Crabs on Oyster Beds of Delaware Bay"; John G. Mackin, Department of Oceanography, Texas A. & M., College Station, Tex.—"Studies on Polydora in Louisiana"; Victor Sprague, Black Mountain College, North Carolina—"Morphology and Life Cycle of Two Species of *Nematopsis* in American Oysters"; Sammy M. Ray, Rice Institute—"A Culture Technique for the Diagnosis of Infection with *Dermocystidium Marium* in Oysters".

Talks by the scientists on setting, planting and growth of oysters were as follows: "Intensities of Setting Oysters in Bogue Sound, North Carolina"—Dr. A. F. Chestnut and W. E. Fahey, North Carolina Institute of Fisheries Research, Morehead City, N. C.; "Some Observations on Rate of Growth of Oysters in the Maryland Area"—G. Francis Beaven, Maryland Dept. of Research and Education, Solomons, Md.; "Some Observations on the Setting of Oysters"—Dr. Thurlow C. Nelson, Rutgers University, New Brunswick, N. J.; "Methods for the Study of Oyster Plantings"—Sewell H. Hopkins and R. Winston Menzel, Texas A. & M. Research Foundation, College Station, Tex.; "Behavior of Oysters in Low Salinities"—Dr. Victor L. Loosanoff, Milford Fish & Wildlife Service Laboratory, Milford, Conn.; "Shell Growth vs. Meat Yield in Oysters", and "Seasonal Growth of Oysters in Florida"—Philip A. Butler, Pensacola Fish & Wildlife Service Laboratory, Pensacola, Fla.; "The Survival of Spat in the St. Mary's Seed Area"—Joseph Manning, Dept. of Research and Education, Solomons, Md.; "Operations and Problems of an Oyster Census on Swan Point Bar Upper Chesapeake Bay"—John R. Webster, Chesapeake Fish & Wildlife Service Laboratory, Annapolis, Md.; "How Strong Is the Oyster"—Dr. Paul S. Galtsoff, Woods Hole Fish & Wildlife Service Laboratory, Woods Hole, Mass.

Association Directors Elected

Directors of the Oyster Growers & Dealers Association elected at Atlantic City are: H. Gordon Sweet, H. C. Rowe & Co., New Haven, Conn.; Andrew Radel, Andrew Radel Oyster Co., South Norwalk, Conn.; George W. Shillingsburg, Shillingsburg Oyster Co., Greenwich, N. J., Walter J. Lehman, Allen Kirkpatrick & Co., Rehoboth, Del.; Edwin M. Plitt, Chicago, Ill.; R. P. Fletcher, Jr., Booth Fisheries Corp., Chicago; John Mayhew, Quansoo Oyster Farms, West Tisbury, Mass.; George T. Harrison, Tilghman Pkg. Co., Tilghman, Md.; William R. Woodfield, Woodfield Fish & Oyster Co., Galesville, Md.; Baldo Pausina, New Orleans, La.; Joseph Jurisich, Popich & Jurisich, New Orleans, La.; Lemuel B. Newcomb, Vineland, N. J.; Norman L. Jeffries, Sr., Norman L. Jeffries & Son Co., Port Norris, N. J.; Joseph N. Thompson, Geo. Thompson & Son, Greenport, N. Y.; John L. Plock, Shelter Island Oyster Co., Greenport, N. Y.; William M. McClain; Joseph C. Robbins, Smack & Heward, Philadelphia, Pa.; Otto J. Alletag, Warren Oyster Co., Warren, R. I.; Halfdan Anderson, Beacon Oyster Co., Wickford, R. I.; William P. Ballard; and Frank M. Miles, J. H. Miles & Co., Inc., Norfolk, Va.

Maine Sardine Landings Heavy At Rockland During July

Close to 10,000,000 lbs. of fish were unloaded at Rockland during the month of July, as the result of bumper sardine landings. Of the total, there were 7,384,300 lbs. of sardines landed at the three local plants, and 2,588,300 lbs. of redfish and groundfish landed at the Birdseye plant and Feyler's, Inc. F. J. O'Hara Co. did not release their landings.

The *Flow* was the high-liner of boats reporting, with 449,900 lbs. Second was the *Breaker* at 389,000, followed by the *Billow* with 326,900.

Others in the top ten were the *Breeze, Ocean Spray, Helen Mae 2d, Katherine & Mary, Aloha, Elin-B,* and *Little Growler.*

Studies "Red Tail" Lobster Disease

After two years of research in Maine lobster pounds from Cundy's Harbor to Eastport, Dept. of Sea & Shore Fisheries biologist Donald M. Harriman has come up with a theory which may explain the cause of the "red tail" disease which in past years has seriously depleted the State's lobster population.

According to his theory, which is soon to be published as a documented report, red tail is caused by an organism which is quite common and not ordinarily harmful. This organism, however, periodically grows in strength and virulence in lobster pounds where the proper conditions exist. When this happens, a red tail epidemic is born.

In an effort to discover what conditions are favorable to red tail, Mr. Harriman has studied some of the 50 lobster pounds along the Maine coast, paying particular attention to the circulation of water in the pounds and checking the amount of dissolved oxygen, the salinity and temperature.

His findings have led him to conclude that those pounds with the best circulation suffered the least during the red tail epidemic of a few years ago.

Report on Bluefin Tuna Trip

A catch of approximately 2,000 lbs. of bluefin tuna was made by the schooner *Marjorie Parker* on the sixth cruise of this year's New England bluefin tuna exploration. The trip was terminated at Portland on August 29. Adverse weather and a breakdown of the Japanese line hauler resulted in the loss of six fishing days during the cruise.

Operations were conducted in four general areas: west southwest of Mt. Desert Light, Maine; east southeast of Cape Ann, Mass.; southeast of Cape Cod Light, Mass. and southeast of Pollock Rip Lightship. The best results were obtained in the latter area where a set of 10 baskets (70 hooks) produced 13 tuna on the afternoon of August 25.

Shrimper Being Converted to Sardine Carrier

Capt. Erland Quinn and Clarence Howard of Camden are converting a Louisiana shrimp boat for use as a sardine carrier. Quinn recently brought the 65-ft. craft from Morgan City, La., making the trip, via the inland waterway, in four days less than a month.

An extra hold is being installed, which will bring the boat's fish capacity up to 1,200 bushels. A fish pump is also being placed aboard. The work is being done at the docks of Leadbetter's Machine Shop in Camden.

The owners will carry fish from seiners and weirs to plants, and hope to be ready for the Fall run of fish.

Lobster Dealers Hold First Annual Meeting

The North Atlantic Lobster Institute, composed of dealers in Maine, Massachusetts and Canada, held its first annual meeting at the Falmouth Hotel, Portland, on August 8. I. R. Cousins, Gloucester, head of the Institute, hailed advances made by the organization's program in refrigeration, packaging, dealer cooperation and other fields during the past year.

Clam Diggers Discuss Law Enforcement

A group of Boothbay clam diggers and dealers met last month to discuss problems connected with local digging, licensing and law enforcement. Town manager Preston King explained that residents of the town are eligible to dig on Boothbay flats, provided they have first obtained a license. These licenses are good from July 1 to July 1 of the following year, and must be renewed annually.

Licenses, which formerly were issued by the town clerk, will in the future be handled by the town manager. Plans are underway to have application forms made up which must be filled out and signed by those applying for licenses.

The meeting also discussed ways and means of tightening up the law passed last year by the Legislature which closed Boothbay's flats to non-resident diggers. The town has six special constables in charge of enforcement, in addition to Warden Daniel Davis of the Sea & Shore Fisheries Dept.

Seafoods Festival Well Attended

The 1952 Maine Seafoods Festival which closed on August 3 at Rockland was declared by officials to be the biggest yet, with an estimated 20,000 persons being fed lobsters, clams and other succulent Maine sea foods.

On the final afternoon of the three-day event, Maine fishermen lost at sea were honored at a memorial service at the giant ship's anchor on the Fishermen's Memorial Pier.

Also on the final afternoon Capt. Alfred Schwieger of Randolph, Mass., skipper of the Rockland trawler *Billow,* was awarded the Festival's high-line pennant. His ship brought in 3,927,175 lbs. of fish during the past year for General Seafoods. This is the second year in a row that the *Billow* has captured the pennant for bringing the largest number of pounds of fish into Rockland.

The 51' all-purpose boat "Challenge" now operated as a line trawler by Maine Sea Foods, Inc. of Portland, Me. and skippered by Capt. Eben Doughty. She was built by Goudy & Stevens, East Boothbay, and has fish capacity of 40,000 lbs. Equipment includes D318, 80 hp. Caterpillar Diesel, Twin Disc 2.5:1 reduction gear, loran, Bendix depth recorder, White compass and Tracker direction finder, RCA telephone, Shipmate stove and Hathaway winch.

Texas Shrimp Production at All-Time Summer High

Shrimp production along the Texas Gulf Coast was at an all-time Summer high during July and August. White shrimp runs were from fair to good all along the coast north of Aransas Pass. Good catches of brown shrimp were reported around the 20-fathom line at night by medium sized trawlers.

Boats on the run off Campeche continued to bring in large loads of brown and pink shrimp. A good percentage of these were headed and a considerable portion were boxed and frozen.

Bays opened September 1, but prospects point to another lean year for bay shrimpers.

New Trawlers Delivered

Several new trawlers have been delivered to owners who will base their shrimping operations in the Aransas Pass and Rockport areas.

W. J. Shepherd's *Vagabond* is one of the largest shrimp trawlers recently delivered. The boat is 75 ft. in length with a beam of 22 ft., and is powered with a Caterpillar D13000 Diesel engine, driving a 42 x 32 three-blade propeller through a 2:1 Twin Disc reverse and reduction gear. The *Vagabond* was built by Conrad Industries of Morgan City, La.

The trawler *Chas. Schreiner*, also built by Conrad Industries, was delivered to Felix Burney of the Texas Fisherman's Cooperation Assoc. in June. It topped all Co-op boats its first month of operation with approximately 17,000 lbs. of shrimp tails.

The 68' x 20' trawler *Quo Vadis*, built by the Brander Shipyards of Biloxi, Miss., has been delivered to J. T. Hord. She carries a Stroudsburg hoist and Bendix depth recorder.

Marion Duzich is ready for the delivery of his new 73-ft. trawler from Conrad Industries. She will fish for the Texas Fisherman's Co-op at Aransas Pass.

Fishermen Get Right of Way over Planes

Commercial fishermen will have the right of way over Air Force seaplanes in the proposed restricted landing area off Bolivar peninsula.

A decision made at a District Army Engineers public hearing in Galveston last month gives the Ellington Field air rescue squadron the right to have pilot training in the area only when there are fewer than eight commercial fishing boats there.

Representatives of the Fifth Air Rescue Squadron agreed to the setup when Andrew Jackson, secretary-treasurer of the Texas Fishermen's Assoc., pointed out that after the first of September, 65-ft. nets will be permitted in Galveston Bay off the peninsula, and that 60 to 100 boats might want to fish in the restricted area on days when there were good shrimp runs.

"Emma" Burns to Waterline

The Coast Guard has reported the rescue of the crew of the fishing vessel *Emma*, which burned to the waterline off the Mexican coast. The crew of four from Brownsville was picked up in the Gulf of Campeche after being spotted by a Mexican plane. Rescued were "Doc" Chappie, captain and owner; Clem Hartley, Richard Talbot and a deckhand, who fled the burning vessel in a rubber lifeboat.

Booth Expands Shrimp Operations

General Seafoods de Mexico, recently acquired by Booth Fisheries Corp., Chicago, from General Foods Corp., is now known as Booth Fisheries de Mexico. Booth's president, R. P. Fletcher, Jr., said the new facilities will help the company maintain a continuous source of supply and get closer to the shrimp beds off the Yucatan peninsula.

The purchase gave the company a freezing plant in Campeche, Mexico, 17 trawlers and a refrigerated transport vessel. In addition, the company is currently making plans to tap the huge shrimp resources of the Caribbean and the north coast of South America.

In Brownsville, Texas, Booth Fisheries operates a plant employing 135 persons in the production of breaded shrimp. Twice in 12 months Booth has expanded packing facilities and further expansion of this plant is contemplated in the near future.

Fleet Blessing at Aransas Pass

Blessed by the Right Rev. Monsignor J. S. Basso in a ceremony that goes back to the days of Christ, the Aransas Pass shrimp fleet, in gala attire with flags flying, passed in review before some 3000 persons who gathered August 17 for the third annual ceremony. The waterfront was thronged by crowds who came to the three-day celebration, which included free fish and shrimp dinners.

Alabama Health Department Works Out Plan for Full Oyster Season

State health officer D. G. Gill reported last month that a plan had been worked out which will allow the oyster industry a full season on the Alabama coast. The plan, worked out in cooperation with the State Conservation Dept., will permit oyster tongers to work around a pollution problem in Mobile Bay. The oyster season off Alabama's Gulf Coast opened officially September 2.

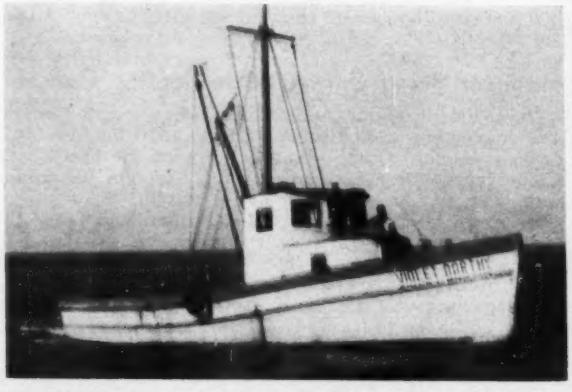
Under the plan, oystermen would be allowed to take oysters from reefs which are safe now, but might be affected later. Then, when continuing laboratory tests show the reefs are becoming affected, oystermen would shift to beds in other parts of the bay which are safe the year round.

Shrimp Boats Blessed

More than 100 shrimp boats assembled in Bayou La Batre last month for the annual blessing of the fleet before they put to sea. Father John Owens, assistant pastor of St. Margaret's Church, officiated at the ceremonies.

Oyster Shells Exempt from Ad Valorem Tax

Oyster shells in their natural state are raw materials within the meaning of the law and exempt from ad valorem taxes, Atty. Gen. Si Garrett advised last month. His ruling was written at the request of Mobile County Tax Assessor Bert E. Thomas. Thomas, in asking the opinion, noted that a large manufacturer of Portland cement in Mobile County uses oyster shells dredged from nearby waters in making its product.



The 43' x 12' x 3' "Violet Dorothy", owned by Frederick O. Hardung, Jr., of Galveston, Texas. Her power plant is a 115 hp. Chrysler Crown, which turns 24 x 12 Columbian propeller. The vessel also has Bethlehem cable and Linen Thread Co. Gold Medal nets, and operates out of Galveston.

Louisiana to Have New, Modern Shrimp Cannery at Cameron

Cameron, long a major Louisiana fishing port, will soon have its own modern shrimp cannery. The Roland J. Trosclair Canning Co. planned to begin operations Sept. 15, and will employ about 35 people.

The cannery will have one mechanical shrimp peeler at the start, and will probably add another in the near future. At present, most of the rough shrimp captured by Cameron fleets are processed in Houma and Morgan City.

Only 27 years old, Mr. Trosclair already owns four shrimp boats. He says he will buy shrimp from local fishermen for processing. There are approximately 60 boats operating from Cameron and about 200 "in-and-out" during the shrimping season.

Fishing Fleets Blessed

In Violet, La., Jerry Diaz and Miss Evelyn Gutierrex reigned as king and queen at the annual blessing of the shrimp fleet on August 2nd. The royalty led a festival parade of shrimp boats in the annual ceremony at the Violet Packing Co. wharf. Rev. Fr. Clemens Schneider, pastor of Our Lady of Lourdes Church, blessed the fleet.

The second annual shrimp festival was staged in Delcambre on August 17th. Highlights of the day were a catfish rodeo and the blessing of the shrimp fleet. A queen was named, and the event ended with the coronation ball.

More than 100 boats took part in the annual blessing of the shrimp fleet ceremonies in the waters of Bayou Barataria on August 3, with Rev. Fr. A. J. Lieux officiating. A special fishermen's mass was held at St. Anthony's Church, and there was a boat parade.

Waters Closed to Fishing and Shrimping

According to an announcement by the Commissioner of the Louisiana Department of Wild Life and Fisheries, the waters of the following have been designated as a closed zone to the commercial fishing and taking of shrimp, and the taking and fishing of shrimp for bait purposes by means of seines, trawls and any other netting of all sizes and mesh, effective until further notice.

Lake Maurepas, lying and being within the Parishes of St. John the Baptist, Livingston, and Tangipahoa; Pass Manchac, connecting Lake Maurepas with Lake Pontchartrain; Lake Pontchartrain, lying and being within the Parishes of St. Tammany, Tangipahoa, St. John the Baptist, St. Charles, Jefferson and Orleans.

The regulation does not apply to shrimp taken as bait, in the quantities allowed by law, when said shrimp are taken with cast nets.

To Market Breaded Shrimp

The Morgan City Freezer and Cold Storage, Inc., which introduced the highly successful "Treasure Brand" frozen shrimp on the market last year, is now preparing to package "Treasure Brand" breaded shrimp for the market. A new 80' x 40' building is now being completed on the bayou's edge of the firm's property.

Only recently the freezing capacity of the concern was increased by 25,000 lbs., enabling the plant to freeze 60,000 lbs. per day. All types of seafoods are brought to the plant to be quick-frozen and stored. Storage capacity amounts to 2,500,000 lbs.

Fishing Shows Improvement

Fishing improved in Lake Borgne and the coastal section, as well as in the Gulf, during the first part of August. Capt. Bob Persson, skipper of the *Escapade*, reported seeing schools of mackerel and numerous cobias, and catching snappers round the outside rigs and some 30 mackerel and a 30 pound cobia.

Excellent catches of large speckles have been made along the border of Lake Borgne between the mouth of the Rigolets and Bayou Thomas. The fish are reported to be running along the very borders of the marshes, and by casting near the grass roots using small lures or live shrimp, better response was made. Bottom fishing brought in flounders, croakers and channel mullet. Big croakers are being taken off Lincoln Beach.

Capt. Paul J. Denesse's 42' oyster schooner "Regina Edna" of Buras, La. She is powered with a 225 hp. General Motors Diesel.

Cross Lake Reopened to Fishing

Commercial fishing was re-established at Cross Lake last month after a two-year absence. The fishermen are allowed to drop nets in the lake under the provisions of a strict new city ordinance.

A good days haul has been about 250 lbs. of buffalo, 250 lbs. of soft-shell turtles and several gar. The buffalo are sold to fish markets and the turtles and gar to a packing house.

Alphen Buys General Seafoods Shrimp Interests

J. Lawrence Alphen has acquired the United States shrimp interests of General Seafoods, Inc., and will operate the business as Alphen Seafoods, Inc., with headquarters at New Orleans. Mr. Alphen, who was general manager of the seafoods division of General Foods, of which the shrimp operation was a part, said that his company will have a complete line of shrimp products under the Barnacle Bill label.

Mississippi Shrimping Season Reopens in Inside Waters

The shrimping season in inside waters opened on August 11. Hauls during the closed season have not shown much improvement over the earlier catches, and fewer licenses were issued than in 1951.

As many local boats have applied, but Texas and Louisiana boats which were shrimping in Mississippi waters last year have not been around this season. Shrimping in inside waters has been banned since June 21.

Eight Wharves Being Built

Eight finger wharves, each 70 ft. in length, are being erected in the new Gulfport commercial small craft harbor. To be used principally for the docking of the Gulfport shrimp fleet, the commercial piers will extend southward from the north border of the new triangular harbor.

Mostly Brown Shrimp Caught in July

The shrimp catch off Biloxi waters totaled 10,789 barrels for July, according to figures released by Clell Dildy, Biloxi, secretary of the Miss. Seafood Commission. The figure represented an increase over June's 6,722 barrels, but was about 15% off last July's catch of 12,244 barrels.

Dildy said the July catch was mostly brown shrimp. He noted that August's open season in inside waters has not produced any increased catches; in fact, the fishermen are returning to the outside waters in search of more brownies.

The "Amity", fishing tug owned by Norman LeClair of Two Rivers, Wis.

Great Lakes Area Gets New Fisheries Research Boat

Leo Erkkila, regional fish biologist of the Fish & Wildlife Service station at Marquette, Mich., recently brought to Marquette for use in fisheries research work a commercial fishing tug about the size of the average large lake commercial fishing craft. Erkkila is in charge of the station at Marquette, which will be headquarters for the much-needed vessel.

With this new boat, Mr. Erkkila expects to expedite considerably the fisheries study and research work so valuable to the commercial fishing industry, which is being done through the Fish & Wildlife Service facilities.

Lake Erie Men Discuss Fishery Problems

Officials of the fish sections of the Conservation Departments of Ohio, Ontario, New York, Pennsylvania, Michigan, and Fish & Wildlife Service men met recently at Toledo, Ohio, to discuss fishery problems of Lake Erie. They are seeking to coordinate fishing operations on Lake Erie, most productive of the five Great Lakes.

Matters that are detrimental to fishing, both commercial and game, were taken up. On the sea lamprey, latest reports were made. The information indicated that much progress on ridding the lakes of sea lampreys has been made. The fisheries officials say, however, that the sea lamprey problem is still a long way from being completely solved.

Marquette Hatchery Being Expanded

The Marquette, Mich. fish hatchery, where lake trout and other varieties of trout are produced and reared for planting in the Great Lakes, is undergoing expansion. This is the first major expansion program in 30 years. The project will increase the hatchery's capacity by 50,000 legal-size trout. Scheduled for completion this Fall, the alterations will make the hatchery one of the finest in the nation.

Fishing Boats Run Aground

High winds and rolling waves drove two fishing craft aground recently on Lake Erie near Locust Point, but the crews escaped injury. The boats were towed to Miller's Boat Livery at Put-in-Bay, Ohio, and hence taken to Catawba Island for repairs.

First craft to run aground was a 26 ft. boat owned by Stanley Baker. Two big holes in the bottom of the vessel had to be plugged before it could be towed in by a passing boat.

The second boat, also a 26 ft. vessel, is owned by George Springer, Toledo. It suffered damage to the bottom and propeller when it was swept on the rocks. Springer's boat was towed in by a vessel from Miller's Boat Livery.

Discontinues Fresh Fish Line

E. Lapin of Morris Fisheries, Chicago, reports the firm has discontinued the handling of fresh fish and will concentrate on frozen packaged items and smoked fish products. The concern puts out "Morris Brand" fish and seafood products.

Morris Fisheries and Ho-Ma Packing Co. have moved to new quarters at 734-40 West Fulton St., as the result of construction of a free-way through the wholesale fish area of Chicago. Their official opening was to take place on September 6 and 7.

W. M. Walker, Inc., have moved to their new quarters at 213 South Water Market. E. M. Concannon has revealed that the name "Walker's Fulton Fish Company" went out of existence July 31, and on August 1 this concern became a part of the firm W. M. Walker, Inc.

Good Whitefish Hauls Made in Lake Superior

During late Summer, and with the Fall season looking more promising, commercial fishermen operating in Wisconsin waters of Lake Superior made some sizable takes of whitefish. Commercial fishing on the big lake, except for lake trout trolling, however, was generally fair. Showing up in nets were numbers of burbot, suckers, herring and chub.

Commercial lake trollers operating out of Bayfield, Wis., Portage Entry ports, Marquette, Munising, and Grand Marais, Mich., have been doing a nice business in hiring out boats for game fishing, and have been landing profitable commercial catches of lake trout from troll lines when not under charter.

In the Green Bay area of Lake Michigan, commercial fish production was rather light on walleyes, herring and carp; but heavier on whitefish and suckers, while chub and perch landings were relatively heavier. Operators in this area look for a productive Fall season, particularly in yellow pike and herring.

From Lake Michigan, generally, perch and chub production was above average, and herring takes were fairly good in the northern part of the lake. Whitefish catches were mediocre. Millions of yellow perch were concentrated along the Lake Michigan shoreline in the Pentwater area.

From Lake Huron production of "rough fish" was fairly good, with commercial fishing on the Lake considered somewhat better than fair.

On Saginaw Bay commercial perch fishing was said to be the best in years. Herring runs were reported at Northport and Presque Isle harbor. Pike fishing was not up to expectations, but some areas of the lake showed improvement in yellow pike and sauger. In the Georgian Bay area of Lake Huron whitefish yields were better than fair.

Commercial fish production from Lake St. Clair during August was, generally, mediocre with some optimistic trends as an occasional good pike yield was lifted.

Lake Erie during the Summer was under heavy production. Some fairly good whitefish takes were made in the eastern area of the lake. Increased fishing pressure is expected on the lake in September, primarily by gill netters, while trap nets are expected to produce yields comparable with last year at this time. In some areas white bass catches have been very good.

The "Loversha J.", 37' fishing boat owned by John F. James of Annapolis, Md., and powered with a 92 hp. Chrysler marine engine which gives her a speed of about 10 mph.

The 48' shrimper and fisherman "Lucky Star", owned by David E. Jones, Jr. of Beaufort, N. C., and skippered by Capt. Lonnie Pittman, shown at left. The "Lucky Star's" power plant is a 100 hp. General Motors Diesel which turns 34 x 28 Columbian propeller through 3:1 Twin Disc reduction gear. Other equipment includes Danforth anchor, Stroudsburg hoist, Ederer nets. Esso lubricating oil is used.

Maryland Shell Planting Program Paying Off

The Maryland Tidewater Fisheries Commission has just completed its 1952 oyster shell planting program. This year's planting was the most ambitious yet undertaken in the history of the State. It is reported that some of the first shells planted now have a "strike" of spat.

Already, the program of the present Commission is paying off, according to a report issued recently. Maryland's oyster harvest for the year ending June 30th was up for the first time in a number of years. The 1951-52 oyster take was 2,491,257 bushels, compared to 2,140,185 bushels during the previous year.

The Commission's 1952 shell planting program called for 833,030 bushels of shells overboard, an increase of some 50% over the planting in 1951. The larger planting was made possible as the result of action by the last session of the Legislature, which doubled the appropriation of $125,000 to $250,000.

Oyster Tonging Season Starts

Although the oyster tonging season officially opened in most Maryland counties on the first of September, it did not get underway officially in Somerset County until the 15th. It is legal, however, on September 1 in this county for private owners to take shell-stock oysters only from their private beds.

Crisfield packing houses have been renovated and made ready for the oyster season. Some few operators opened their houses to shucking on the first day, and others fall in line as oysters become more abundant.

September, the first "R" month, did not come too soon for lower Somerset County watermen, as many of them say they had gone through one of the worst crabbing seasons for quite a number of years. So scarce were the crabs during mid-summer that some of the crabbers were compelled to leave this and surrounding tidewater sections to seek other jobs. The crab-potters had a little better luck, with an almost normal catch reported. During the last two weeks of August production of crabs began to show much improvement.

Packers Fail to Turn Over Shells

Twenty-two packing houses in seven Maryland counties were accused last month of violating a State law by failing to turn over enough shells to the Tidewater Fisheries Commission.

The Commission is attempting for the first time to enforce a law passed by the 1951 General Assembly. It requires packers to give the Commission 20% of the shells from shucked oysters and to set aside another 30% in case the Commission wants to buy them.

North Carolina Adopts Several New Oyster Regulations

The following regulations were adopted at a recent meeting of the Board of Conservation and Development: All oyster beds planted by the State of North Carolina in 1950, and thereafter, shall be closed to fishing, trawling, tonging and shrimping, or fishing of all types except line fishing and pound nets for a period of three years from planting, and thereafter may be opened if inspection by a representative of this Committee reveals marketable size oysters. Said area shall be plainly marked by buoys and mapped area shall be furnished to everyone with all licenses. If the markers are destroyed this will not constitute a defense.

Under authority of Section 113-173, the Commissioner of Commercial Fisheries is instructed to suspend for one year the license of any oysterman convicted of taking oysters from planted beds in violation of protective regulations.

The following regulations were amended: No. 4 (Oysters) to read as follows: "It shall be lawful for the owners of private oyster beds to market their oysters at any season of the year provided they comply with the cull law regulations of the Department of Conservation and Development."

No. 1, Section VI, (Oysters) to read as follows: "Power boats of 25' and under (carrying 0-1 license) shall be allowed to use one dredge of a weight not in excess of one hundred (100) pounds. Power boats over 25' (carrying 0 license) shall be allowed to use one dredge not in excess of one hundred sixty-five (165) pounds. Each sail boat may have not more than two dredges per boat which may not be in excess of a weight of one hundred (100) pounds each."

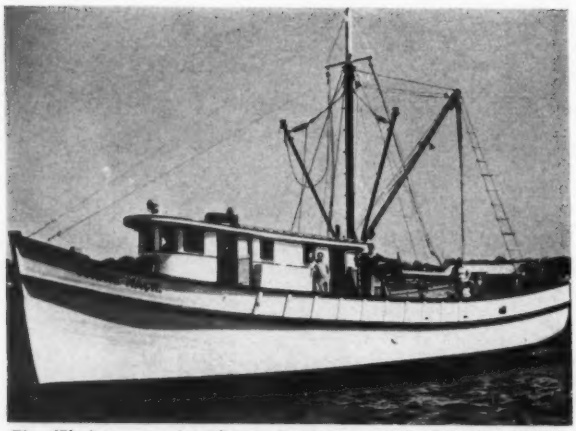
The commercial fishing line in Flattery Creek has been moved upstream from its present point at the mouth to Long Point on the left side of the Creek to the northeast corner of Folly Creek on the righthand side.

Shrimp Plant Taken by RFC

The four-year-old shrimp plant erected near Davis Landing at Wanchese has become the property of the Reconstruction Finance Corp., which lent upwards of $30,000 to enable it to be built.

Henry Albert of New York erected the plant, and obtained part of his capital from the Government lending agency.

For a time the plant was in operation, employing many people and providing a market for shrimp. It was the original plan of the operator to bring shrimp from as far as the Gulf of Mexico for processing.



The 65' shrimp trawler "Connie Mack", owned by Cornelius McGillicuddy, Jr., of Fort Myers, Fla., and built by Diesel Engine Sales Co. of St. Augustine. This is the second such shrimper purchased by McGillicuddy, who was formerly connected with the Philadelphia Athletics. The boat, like her sister ship the "Evalina", is propelled by a 6-cylinder General Motors Diesel. She uses a 46 x 36 four-blade propeller driven through 4.5:1 hydraulically controlled reverse and reduction gears.

Gloucester Has Biggest Day's Landings of Year

The port of Gloucester had her record day this year for total arrivals of fresh fish on August 4, when 43 draggers reported with 2,419,500 lbs. The trips were valued at close to $100,000 for the boat owners, skippers and fishermen, with some 300 men sharing in the day's catch.

The ocean perch total for the day was 1,807,000 lbs. from 17 draggers, the fish being worth close to $70,000. Whiting receipts from 26 draggers reached 563,500 lbs.

Biggest fare of the day was that of the dragger *Mother Ann*, Capt. Jerome Noble, with 250,000 lbs. ocean perch. The new dragger *Vilanova*, with Capt. Joaquim Gaspar in command, hailed for 225,000 lbs. ocean perch to take second honors for the day, and the dragger *Kingfisher* was third with a fare of 200,000 lbs. ocean perch.

"Sadie M. Nunan" Becomes Marine Museum

Formation of the non-profit Gloucester Maritime Corp. was announced on August 18 simultaneously with the disclosure that the city's first organization devoted solely to the preservation of things concerned with the sea had, as its first acquisition, taken possession of one of the last fishing schooners afloat, the two-masted *Sadie M. Nunan*. Plans call for raising funds by public subscription to refit the vessel.

"Ocean Life" Breaks Another Record

The trawler *Ocean Life*, Capt. Manuel Marques, topped her own ocean perch record on a recent trip to Grand Bank, weighing out 380,000 lbs. at Mariners Fish Co. on August 28. Their gross stock on the catch was some $17,000 and they gross shared a little over $700 per man. It is the largest trip of ocean perch on record.

On the three trips this craft has made, they have weighed out a total of 961,000 lbs., or an average of 320,000 lbs. per trip.

Fisheries Exhibit Visited by Many

More than 2,000 people visited the Gloucester Fisheries Association headquarters last month to view the special exhibits of Gloucester frozen fillets and fish products, and to sample various fish dishes prepared under the direction of Mrs. Parker W. Morong, home economist. They also took along with them special fish recipes and the Association's fish cookery booklet.

The guided tours to fish processing plants, sponsored by the Gloucester Fishermen's Institute, were also well patronized.

Capt. Joaquim Gaspar

Capt. Joaquim Gaspar, skipper-owner of the new dragger *Vilanova*, died September 2 at the Beverly Hospital. The late captain, who took command of his first fishing vessel when he was 30 years old, came to Gloucester from Portugal when he was a young man.

Capt. Gaspar made two trips on his new boat, the *Vilanova*, one on her maiden voyage and the other shortly before he became ill. His son-in-law, James F. Shanahan, is now serving as skipper, with his two sons, Carl and Adolph Gaspar, as crew members.

Capt. Manuel P. Domingos

Capt. Manuel P. Domingos, 85, one of the best known waterfront leaders and noted master mariner, died August 3. A resident of Gloucester since boyhood, Mr. Domingos was a fishing captain for many years. During his long career he commanded several well known local vessels, including the *Olivia Domingos* and *Balbina Domingos*, which are named after his two daughters.

After retiring from the sea, Capt. Domingos founded the United Fisheries Co. in 1911, serving as vice-president and director until the time of his death. His son, Manuel P. Domingos, Jr., is the treasurer, and another son, James B. Domingos, is a member of the Board of Directors.

In 1929, Capt. Domingos was at the helm of the schooner *Progress*, which won the fishing schooner race. He was a member of the original committee which planned the blessing of the Portuguese fishing fleet.

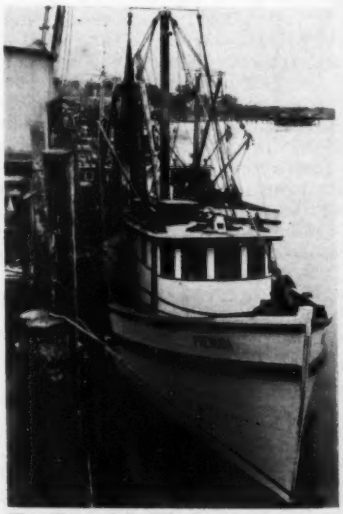
Florida Fishermen Want to Have Blasting for Oil Postponed

West Florida oil explorers and fishermen were directed last month to confer in an attempt to compromise a dispute which may halt the hunt for oil in East Bay and Escambia Bay until January 1. The Cabinet Board of Conservation requested the warring factions to meet with each other and report the result of that meeting.

The oil firm wants to fire charges of dynamite under the water in the two bays. The sound of the explosions, reflected back to the instruments on the surface, would give explorers an idea of the sub-surface structure of the bay bottom and indicate whether oil drilling operations would be worthwhile.

Fishermen have complained that the blasts would kill and frighten the fish and make it impossible for boats to bring in profitable catches. They want operations postponed until January 1, when seasonal runs of mullet will be over.

(Contd. next page)



The "Premuda", 54' shrimper, owned by Capt. Frank Smircic of Thunderbolt, Ga., and powered with a 120 hp., Caterpillar D13000 Diesel.

Snapper Catches Landed

The fishing boats *Providence III* and the *Carrie B. Welles* docked at the E. E. Saunders Co. dock at Pensacola the latter part of last month. Twenty thousand pounds of fish, mostly snapper were caught by the *Providence*, captained by Quido Zecckine. Fishermen of the *Carrie B. Welles*, Capt. Tom Perunovich, caught 14,000 lbs. of snapper.

Other arrivals earlier in the month at Saunders dock were the *Thomas E. Welles*, Capt. Onie Erickson, with 15,000 lbs. snapper, grouper and warsaw; and the *E. W. Fowler*, Capt. R. V. Neese, with approximately the same load. The *Fowler* had been fishing on the Campeche Banks off the Yucatan Peninsula in Mexico, while the other ship went to the Westward Banks off the coast of Texas.

Big Trawler Being Built

One of the largest shrimp boats ever built at St. Augustine, a 70-footer, was expected to be completed by the end of this month, according to owner Louis G. Ambos. The boat is designed for tropical waters and will probably operate out of Tampa or Key West. It is being built by Manuel Koutelas & Sons of St. Augustine, and will be the twelfth in the Ambos fleet.

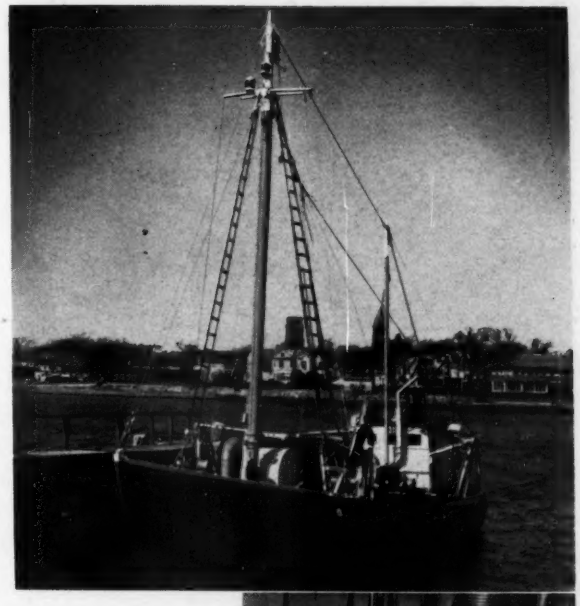
Two Shrimpers Lost

The shrimp boat *Jordan Girl* returned to Tampa on August 6 with word that a sister ship, the *Miss Nancy*, had struck a submerged object and sunk about 70 miles out in the Gulf.

Sam Jordan, skipper of the *Jordan Girl* and owner of both boats, said the *Jordan Girl* was standing by when the *Miss Nancy* went down, and rescued all four of her crewmen.

The shrimp boat *Flying Scot* was almost totally destroyed by fire last month at Key West. The fire, which started from unknown causes, turned the vessel's engine room into an inferno.

The blaze was discovered while the boat was tied up at Toppino Dock, and firemen who arrived on the scene only minutes later, fought for a quarter of an hour to bring it under control. The boat, which was unoccupied at the time the blaze broke out, is owned by Joseph Johnson of Jacksonville.



Above: the 65' New Bedford, Mass. dragger "Irene & Mabel", owned by Louis Mathies and Antonio Costa. Opposite: Her new Lathrop DH-200 Diesel, which is equipped with Capitol reverse and reduction gear and swings a 48 x 26 Columbian propeller. The vessel also has Submarine Signal Fathometer Jr.

New Bedford Channel Buoys Marked by Reflectors

The Seafood Producers Association of New Bedford has been notified by Coast Guard officials that reflectors will be placed on buoys in the New Bedford channel. The reflectors are deemed necessary so local fishing and commercial vessels can chart their positions entering the channel at night with searchlights.

The reflectors will be placed on Buoys 4, 6, 8, 12 and 14, called "nun" buoys. The listed buoys are red in color and are located on the right side of the channel, entering the waterway. If the reflectors prove helpful the left-hand buoys, called "can" buoys, will also be marked.

Fish Cutters Get Raise

Four hundred New Bedford fish cutters and workers were notified on August 28 that their hourly wage had been boosted 7 cents, a ruling made effective by the Regional Wage Stabilization Board.

Buys "Lera G."

Manuel DeMello of South Dartmouth is the new owner of the 64-ft. dragger *Lera G.*, which was sold at public auction August 1 at Union Wharf, Fairhaven.

Vessel Repowered

The *Arnold*, owned by Hans Haram and captained by Bill Lundrigin, has been repowered at the Hathaway Machinery Co., Fairhaven, with a Model WM1197 Wolverine engine, rated 200 hp. at 1400 rpm.

Pride Fisheries Opens New Bedford Branch

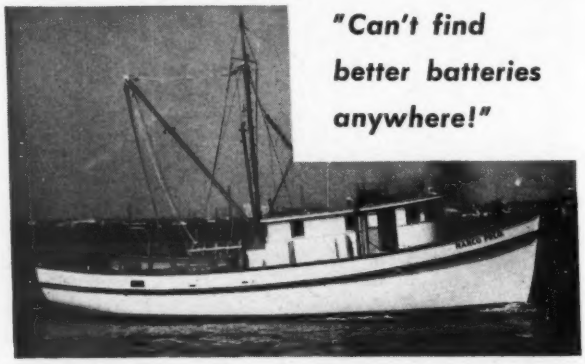
Pride Fisheries, Inc. has opened a buying and selling office at Greene & Wood Pier, New Bedford, Mass., with Maurice J. Boyle as manager. William M. McClain is president of the firm, which has headquarters at 231 South Front St., Philadelphia 6, Pa. and which is affiliated with Wm. M. McClain, Inc.

The New Bedford office handles all varieties produced in its area, with special emphasis on flounders and scallops. The products are packed under the Pride Brand label. Processing operations are supervised by Mr. Boyle, who has a background of 25 years' experience in every phase of the fishing industry. Pride Fisheries also distributes fish and shellfish items produced in other sections, some of which are Danish brook trout, Guaymex Brand Gulf of California layer-packed shrimp, and South African rock lobster tails.

Capt. John T. Fennessey

Capt. John T. Fennessey, 68, of New Bedford, died at sea August 26 despite a valiant attempt by a Coast Guard plane to parachute an oxygen tank to his vessel, the *Newfoundland*. The *Newfoundland* was bound for New Bedford, about 142 miles east of Pollock Rip Light, and the oxygen was flown by a plane from the Coast Guard Air Station at Salem after a radiotelephone call from the vessel.

Cost-Conscious 8-Year Fleet-User



"Can't find better batteries anywhere!"

Mr. S. Daniele, head of St. Augustine Fisheries, St. Augustine, Fla., associated with the shrimp industry since 1920, adds "We've been using Surrettes exclusively. The extra long life has been one of the greatest advantages to us cost-conscious fishermen. We use Surrette 8-volt Batteries on our fleet of five large shrimp trawlers; MARCO POLO, SEABEE, AMERICAN LADY, NORTH AMERICA and ROBERT FULTON." Aboard the St. Augustine Fisheries boats, Surrettes start the main engines instantly, and provide power for radio, auxiliary engines, lights and other electrical equipment.

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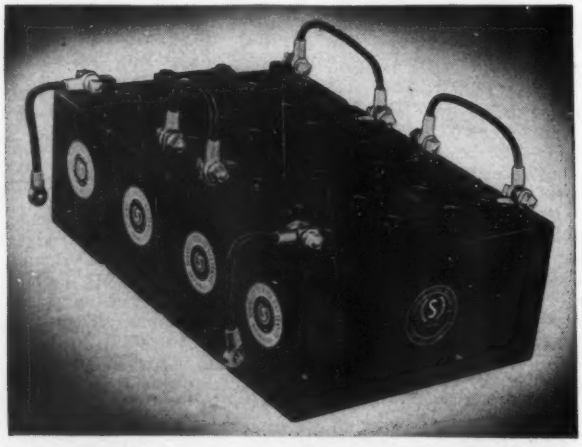
- ★ SPECIALLY ENGINEERED, SPECIAL MATERIALS, FOR MARINE USE: Extra heavy fittings, genuine hard rubber containers.

Ask your dealer about Surrette Batteries, the choice of experts, and for Specification Sheet M-1. FINEST AT ANY PRICE—SIZES FOR EVERY BOAT. Write us if your dealer cannot supply you.

Surrette Storage Battery Co., Inc., Jefferson Ave., Salem, Mass.



Surrette

MARINE BATTERIES

Fire Extinguishers

(Continued from page 20)

at the base of the fire and the operator should approach as close as possible. It extinguishes solely by smothering, the liquid carbon tetrachloride being vaporized by the heat of the fire. Although the vapor is heavier than air, if it is played upon the fire some distance above the burning material, the heated air currents arising from the fire will dissipate the vapor and prevent it blanketing the base of the fire, which is the only point at which the fire can be smothered.

In use on Class B fires it is most effective when it is not splashed into the burning liquid. For best results it should be played on the inside wall of the container so as to break up the stream near the burning surface. Where possible the operator should walk around the fire while directing the stream so as to get maximum coverage.

It may be used with safety on Class C (electrical) fires as carbon tetrachloride is a non-conductor of electricity. Here also the stream should be directed at the base of the flame.

Care must be taken in using carbon tetrachloride extinguishers in closely confined spaces where ventilation is poor and where the operator cannot make a prompt exit, since cold carbon tetrachloride has an anesthetic effect and when subjected to high temperature decomposes, forming toxic gases. Small rooms or spaces in which it has been necessary to use carbon tetrachloride extinguishers should be thoroughly ventilated immediately after the fire is extinguished.

This type of extinguisher does not freeze and need not be completely discharged. Once a year, however, the pump mechanism should be tested by pumping out a few strokes. The liquid may be caught in a clean dry can and replaced.

Since commercial carbon tetrachloride may contain water or other impurities which would cause corrosion, only the specially prepared fluid should be used. Frequent inspections should be made by lifting the extinguishers from their racks to see that they are filled. Not only would a partially filled extinguisher be of reduced value in case of fire, but also moisture condensing from the air would tend to corrode the extinguisher.

Carbon Dioxide Extinguishers

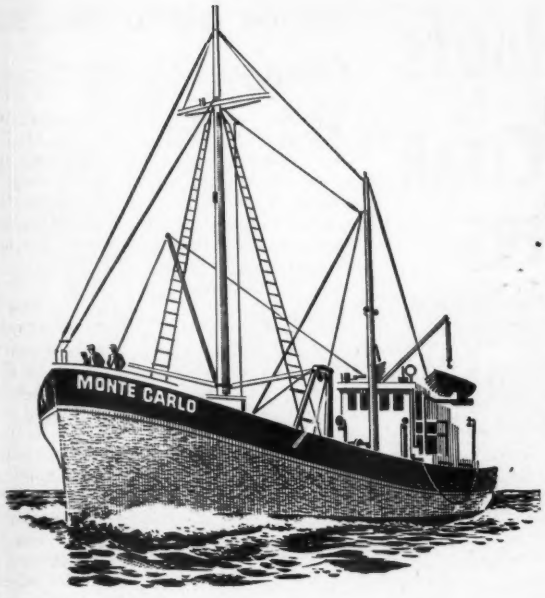
Definite instructions for opening valves and causing discharge of CO_2 from the containers are on each carbon dioxide extinguisher. This type of extinguisher is particularly adapted to Class C and is satisfactory on Class B fires. Due to the rapid dissipation of the gas it is not so satisfactory on Class A fires unless they are located in a small confined space.

In general this type of extinguisher has a maximum range of eight feet, but best results are obtained by playing the discharge as close to the fire as possible and applying the discharge first at the edge of bottom of the fire and gradually progressing forward or upward, moving discharge horn very slowly from side to side. The discharge should continue to be directed on the burnt substance or surface to deposit carbon dioxide snow even after the fire has been extinguished, in order to cool the hot surface and any glowing material present and thus prevent possible reflash.

Care should be taken in using a carbon dioxide extinguisher in a small compartment. Although it is not toxic, it displaces the air and may so reduce the oxygen content that a man cannot live.

The carbon dioxide extinguisher does not deteriorate and need not be discharged annually. Once a year, however, it should be weighed to make sure that the gas has not leaked out. When the weight is less than 90% of that indicated on the extinguisher, it should be recharged. There is no need to protect against freezing.

Portable fire extinguishers should be included as part of the regular inspections of the ship. It should be noted that the extinguisher is in its proper place, that access to it has not been blocked, by lifting off the rack that it has



B&W Alpha

The Monte Carlo Is Breaking Records! One of the principal reasons for her speed and maneuverability is the hydraulically operated controllable pitch propeller and clutch—engineered and built as an integrated unit of the B & W ALPHA heavy duty diesel engine, it is compact, convenient, rugged and efficient, permitting constant engine speed and direction of rotation, full power at all vessel speeds as well as astern, instant and exact pilot house control.

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17 Battery Place, New York 4, N. Y.

not been discharged, and, in the case of soda acid and foam extinguishers, that the nozzle is not plugged.

A tag should be placed on each extinguisher to indicate the date of annual inspection and the action taken. A portable extinguisher is of no value at all if, through neglect or ignorance, it will not function properly when needed. Each extinguisher has specific instructions printed on it, and all hands should be familiar with the operation of each type.

Fire Prevention Measures

There are three requirements for fire: (1) A combustible substance; (2) Oxygen; and (3) Heat. To prevent fires one of these three must be absent. Except in the case of flammable liquid storage, there is little practical application of the absence of oxygen as a fire prevention measure. Wherever the air contains enough oxygen for comfortable breathing, there is enough for fire. Removing the amount of combustible material and eliminating the heat or keeping them apart are the chief means of preventing fires.

An open flame or a glowing bit of tobacco or other substance are commonly recognized means of starting a fire, but there are other, often overlooked methods. A great many substances ignite at temperatures between 400 and 500 degrees Fahrenheit. Common ones include cleaning solvents, gasoline, sulphur, turpentine, most woods, cotton and paper. Gasoline vapor requires only a small source of heat to raise its temperature to the ignition point because the heat is conducted slowly from its source. A block of wood requires a lot of heat because a good deal of surrounding wood must be warmed up before a particular spot can become hot enough to burn. On the other hand, fine slivers or shavings can be ignited with very little heat because there is only a small amount of material to warm up.

Small particles at high temperatures, such as steel sparks, or electric sparks and arcs of short duration may be of little danger on a wooden deck or a smooth canvas tarp. Although the temperature is high there is not enough heat present to warm up the wood or canvas to the ignition temperature. The same spark falling into fine shavings or a bit of waste may easily start a fire.

An incandescent electric light bulb may have a temperature of only 500 to 600 degrees Fahrenheit, but if a piece of wood or cloth is left in contact with it for some time it will become hot enough to ignite because of the great amount of heat available.

Spontaneous Combustion

Spontaneous combustion can occur in many substances, a common example being rags containing linseed oil. Heat is given off by a chemical action. Unless it can escape, by being exposed to the air, it may raise the temperature until ignition takes place.

Except for the spontaneous ignition of paint-soaked rags and some similar materials, accumulations of rubbish are not causes of fires. They do furnish an entirely unnecessary tinder which small sources of heat can ignite and then provide ready fuel for the rapid spread of what might otherwise be a small fire.

Following are several ways to help prevent fires: 1. Keep clean rags and waste in covered bins where a match or cigarette butt can't reach them. 2. Keep oily and paint-soaked rags and waste in covered metal containers. Empty them daily. 3. Keep ventilating ducts clean of lint and grease. The one over the galley range is particularly likely to catch fire if not cleaned frequently. Fires started in ventilating ducts are quickly spread over a large area. 4. Inspect lockers to see that they do not contain an accumulation of oily clothes and other combustibles.

And finally, all hands should be made to realize that in case of fire the word should be passed immediately even though it appears that the fire can easily be controlled with portable equipment. It is better to have men and hoses standing by and not needed than to start breaking them out only after the fire has progressed beyond the control of the portable extinguishers.

Fishing Industry Adopts AQUA-CLEAR FEEDERS

The 78-ft. Dragger
SOLVEIG J.
now uses
AQUA-CLEAR Feeder
on 360 h.p.
Wolverine Diesel

The amazing AQUA-CLEAR Feeder ends all rust and corrosion without salting down the engine—also prevents electrolysis.

Aqua-Clear Feeder protecting new 360 h.p. Diesel just installed in the engine room of the Solveig J. out of New Bedford, skippered by Capt. Jack Jacobsen.

Saves a Lot of Money!

The AQUA-CLEAR Feeder makes even raw sea water absolutely non-corrosive, so it cannot rust the engine or cooling system—gives complete protection to cylinder heads, manifolds, water jackets, etc. Ends costly repair bills, engine replacements, expensive lay-ups—lengthens engine life. Costs only a fraction as much as closed cooling—assures year-round troublefree operation.

Better and Cheaper Than Closed Cooling

No moving parts to wear out or break down—no heat exchangers, no expansion tanks, no extra pumps, no holes through the hull. Easy to attach, between seacock and water pump. Works on either new or old engines. Supplied by leading boatyards—no need to haul your boat. Costs only $30 to $50 for engines up to 150 h.p., larger sizes in proportion.

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FOR OUTBOARDS TOO—
There is an AQUA-CLEAR Feeder for outboard motors that protects all sizes and eliminates need of flushing. **Only $14.95.**

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Write for FREE Folder "How to Double Engine Life".

FREE TRIAL
Send No Money—Order today from your boatyard or direct. Try it for 60 days on your boat—if not satisfied, return for refund of purchase price. That's a real Money-Back Guarantee!

AUTOMATIC Bilge Cleaner
Guards Against Fire or Explosion Take care of the bilge, one of the greatest danger spots on your boat. This revolutionary Bilge Cleaner mixes all floating gas and oil with the bilge water, reducing the fire hazard. Then it's all pumped out when you pump the bilge. The roll of the boat does all the work—reaches where nothing else can. Gets all the grease and slime—no scrubbing, no scraping. Economical—use only 4 ounces to each 35 ft. of length. Also ideal to keep fishhold sanitary. Cleans topsides too—even removes fish gurry and gull droppings like magic. **Quart $2.00;** Gallon **$7.50.** Money-Back Guarantee.

Rhode Island Not to Change Lobster Size

Rhode Island and Connecticut members of the Atlantic States Marine Fisheries Commission decided at a meeting on August 20 in Pawcatuck, that no immediate action is needed to regulate trawling in Little Narragansett Bay or to change the legislation governing the minimum legal size of lobsters.

Lyle Thorpe, who heads the Fish Division of the Conn. Board of Fisheries and Game, estimated that trawler catches in the bay total about 25,000 lbs., of which three-fifths are flounder and the remainder fluke.

Those at the meeting agreed that Connecticut fish and game officials could determine and handle the matter themselves since the major portion of the channel in the bay, where the trawling is concentrated, lies within Connecticut boundaries.

Since neither State produces enough lobster to meet home consumption, the meeting agreed that any change regulating the legal catch size of lobster was strictly a local matter to be handled by the States themselves.

Consideration of the minimum lobster size was prompted because Massachusetts, New York and Canada are now setting a 3 3/16" minimum and will boost it soon to 3¼".

Record Swordfish Landed

A giant swordfish which dressed at 706 lbs. was landed at the Point Judith Fishermen's Cooperative the latter part of August, and was said to be the largest ever landed in U. S. waters, according to the Fish & Wildlife Service.

The swordfish weighed more than 900 lbs. alive. According to the Service's record, a fish caught in 1874 dressed at 639 lbs., and another was caught off the coast of Massachusetts in 1922 which dressed at 637.

Want to Keep Plant Open

More than a score of Point Judith fishermen fanned out all over the Point Judith Pond area recently and succeeded in obtaining more than 1000 signatures to their petition urging continued operation of the Point Judith Dehydrating Process Plant.

Virtually all of the fishing fleet working out of Galilee was tied up at wharves in line with a decision by fishermen to hold a "work stoppage" to signify their determination to fight efforts of Great Island Summer residents to close the plant. According to George Gross, plant manager of the Fishermen's Cooperative, 44 of the 45 draggers in the fleet were at a standstill.

Summer residents for many months have complained of odors released by the plant and water pollution in the harbor.

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Long Island Oysters Are Of Excellent Quality

Royal Toner, of Greenport, vice-president of the Oyster Growers and Dealers Association, believes that the oyster crop for the season which opened on September 1 will be somewhat smaller than in 1951, due to a heavy storm which occurred two years ago. On the point of quality, Toner stated that the oysters from this year's crop are superb, nice and fat and juicy.

On a national basis, Mr. Toner reported that oysters are expected to be available in about the same quantity as a year ago. There will not be any oversupply, but there will be enough to meet demand.

It was thought at one time that the drought during July might adversely affect Long Island area oysters, but the abundance of rain in August came just at the right time.

The village of Greenport, which has been nationally famous for many years as the headquarters of a large number of the best known oyster companies in the country, was busy early this month getting ready for the oyster harvest.

In addition to the oyster business, about September 15 the local baymen will be busy taking scallops, for which the waters in the vicinity of Greenport have been noted for many years. Reports indicate a good season this year.

Fluke Sold as Sole or Flounder

The Fish & Wildlife Service reports that the average daily arrival of fluke in the New York market is more than 20,000 lbs., and that on one peak day 57,300 lbs. were sold in Fulton Fish Market. And yet, it is practically impossible to find any fluke in retail stores or restaurants in the New York area.

The reason for this is that people prefer fluke to be called by other names, and therefore may appear in markets and restaurants as sole or flounder.

Greenport Sea Scallopers Doing Well

The larger Greenport vessels, such as the *Major Casey, Hi Wal, Demand, David A.*, and *Malice*, have been working the offshore scallop beds and returning to Greenport with good catches. With the price approaching 55¢ per pound, the fishermen are doing well.

While the Greenport sea scallop fleet formerly was not of great proportions, today there are no fewer than 30 sea scallopers putting in at this eastern Long Island port. The addition of some 25 large vessels which carry a crew of from 10 to 14 has been a boon to the area.

Bluefish and Bunkers

Bluefish have made brief visits to various spots on Long Island recently. Sunrise Fish Co. netted 165 boxes in one lift from a trap off Fire Island during August. There are plenty of bunkers in Long Island and adjoining waters.

Pennsylvania Taxiing Shad Around Dams in Attempt to Save Industry

Pennsylvania is trying to win back part of its one-time million-dollar shad industry by offering a fish taxi service around three huge power dams. "Operation Shad" is an experiment hatched up by the Pennsylvania Fish Commission to see if the valuable food fish can still live in their old natural spawning grounds—the headwaters of the Susquehanna River.

A hundred years ago the annual Spring shad run in the Susquehanna River from the Chesapeake Bay was one of

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PITTSBURGH Marine Enamels are long lasting, tough and elastic. Give maximum protection to funnels, ventilators, machinery and equipment which require a high-gloss, durable coating.

● **Pittsburgh Marine Enamels** are easy to use, too. They go on easily, dry quickly and harden to a remarkably resistant finish which withstands marring and abrasion in amazing fashion.

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the largest fish migrations in America. Construction of the first dam 40 years ago, ended that.

The fish used in the experiment were netted in the Chesapeake, hauled in special tank trucks to a destination upstream from the dam and released. The tank trucks can safely carry only about 20 fish each trip.

The purposes of the project are threefold: (1) to determine if adult shad can be successfully transported by tank truck; (2) to determine if adult shad will spawn successfully above the dams; and (3) to determine the mortality of adult and juvenile shad as they pass over the dams on their return to the ocean.

Virginia Crabbers Make Good Catches During August

August was the best crabbing month of the season in Tangier waters. Every crabber did well. Hand-netters, working in the creeks along the shores on both sides of Tangier Island, made from $80 to $100 a week, and scrapers from $108 to $135 a week. Crab-potters did even better. Those fishing as many as 100 pots made from $250 to $435 a week.

Crab prices for the month of August were as follows: peelers, 5¢ apiece; and hard crabs, $2.50 a barrel.

Fall gilling started this year in Tangier waters about the middle of August. Capt. John Cooper was the first to put out his gill nets. On the 16th of the month he set a net in the mouth of Cod Harbor and caught 80 fine Norfolk spot and two bushels of menhaden on the following night. The spot he sold for local consumption; and the menhaden were sold to crab potters, who use them for bait. The price for the spot was 15¢ a pound, and the menhaden brought $2.00 a bushel.

Oyster Mortality not Increased by Drought

Despite the fears of some watermen in the area, drought and high temperatures have not been responsible for any rise in oyster mortality rates, according to Dr. Jay D. Andrews, oyster biologist of the Virginia Fisheries Laboratory at Gloucester Point.

During past drought periods, which were accompanied by high oyster losses, some watermen attributed the deaths to increased saltiness of the water. But Dr. Andrews said that this year's mortality rates are similar to those of last year, which showed a low death rate during Winter and Spring, with increased losses in Summer and Fall.

Laboratory Gives Course in Aquatic Biology

Biology teachers and instructors of vocational agriculture in Tidewater Virginia attended a short course in aquatic biology at the Virginia Fisheries Laboratory at Gloucester Point beginning August 18. This was a continuation of a course worked out last year.

Teachers lived at the Laboratory and had the experience of working with commercial fishermen and crabbers to learn how they set and fish their nets and crab pots.

Hampton Roads Area Landings

Totalling 1,410,600 lbs., production of fish in the Hampton Roads area during August was nearly double that of July and about half a million pounds more than in August, 1951. All of this August's yield, with the exception of 76,200 lbs., was taken from pound nets. The most plentiful fish was croaker, fishermen having brought in 629,000 lbs., followed by spot, with 366,800 lbs.

To Handle Raytheon Products

The Raytheon Manufacturing Co. of Waltham, Mass. has announced the appointment of Edward C. Hogge of Hogge's Radio Service, Bena, as an authorized marine sales and service dealer. Among products to be featured are Raytheon radiotelephones and the Submarine Signal Fathometer.

COMPLETE
FISH PROCESSING
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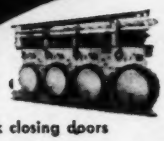
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Lake Superior's Troll Fishery

(Continued from page 19)

a day, the game fishermen usually sit in the stern of the craft and fish with heavy rod and reel. Using heavy gear and a leather belt with pocket is a must for holding the rod. Without such a belt, the rod might be jerked out of the fisherman's hand as a strike is made.

Lines are not left to drag behind the boat but must be maneuvered most of the time by pulling on them and slacking away. Stationary lines attached to poles likewise must be maneuvered.

Two Standard Types of Lures

There are, generally, two standard types of lures used by Lake Superior trollers. One is the large "cowbell" spinner attached to the line below a swivel and fastened to that some 4 to 5' farther on below another swivel and leader, a #5 or #8 trolling spoon with a size 6/0 or 8/0 hook.

The "cowbell" spinners are merely attractors and have little to do with taking of the fish other than getting their attention. The elongated spoon to which the hook is attached is the actual lure.

The most popular method in commercial trolling, however, is use of the trolling spoon without the attractors, since the latter make more difficult the landing of a trout. A dash of red lacquer on either side of the spoon or wobbler will pay off in a big way.

Another successful lure can be made by using herring when available. Successful fishing, however, depends largely upon the manner in which the herring is attached to the hook, a #8/0 salmon type, and the wobbling action that results. A common method of hooking herring to give it appropriate action in water so as to make it as lifelike as possible is as follows: With herring held in palm, the left hand is cupped to make a curve. The hook is inserted in the herring either through the right eye or left gill opening, then pushed back through the body cavity and out at the right side approximately 1½" to 2" from tip of tail.

To avoid tearing, the mouth of the herring is then closed and tied with the linen or nylon twine, which is tied to the hook. A short wooden stick resembling a strong toothpick is usually inserted through the left gill and backwards through the body cavity to hold the "kink" of the herring. It is the "kink" that makes the herring spin while moving through the water, and this attracts the lake trout. Baby chub or "blot" may be used in lieu of herring. Many of the set-hook fishermen use the "kinked" herring or chub as bait for trout lines, too.

Trout in cold weather, lie closer to the surface, permitting the boats to travel at a higher speed. Usual commercial trolling speed is from one to two knots per hour, although this depends upon the season, locality, depth of fishing, etc. During the heat of Summer, however, lake trout move into deep water and the fishing craft must go much slower.

Best Catches Made in November

During spawning season in October, lake trout seldom hit a trolling lure, but once they have performed their spawning function, they start to feed more voraciously than ever. It is then, usually in November, that some of the best catches are made.

The deep-water kin of lake trout is called siscowet. This fish is commonly found in water of 100 fathoms or more in depth in Lake Superior. Its flesh, because of its habit of lying dormant and feeding upon practically anything that happens to come its way, is coated with fat. As a delicacy, it does not compare with its more streamlined brethren, the lake trout.

Lake trout have flesh of very delicate flavor, particularly rich in protein and oil. Baked lake trout is considered an especial repast among fish epicureans.

Equipment and Supply Trade News

Gold Medal Nylon Gill Netting Now Available

The new Gold Medal nylon gill netting is now in full production and available to fishermen, The Linen Thread Co. has revealed. In announcing the new product, the Company said that its 110 years of experience in the field has given it an intimate acquaintance with the fisherman's problems and that as a result its research department was given the assignment of developing a nylon gill netting which would capitalize on all the natural advantages of nylon.

"We felt there was a need for an improved nylon gill netting, one which we would be proud to give our 'Gold Medal' trademark", the Company says, "so we set out to determine how it could be done." The result of this research program was the development of a new method of producing gilling which The Linen Thread Co. immediately adopted for the production of its Gold Medal nylon gill netting.

The Company says the new process produces a nylon gilling with firm knots, minimum shrinkage, highest fishing qualities and maximum resistance to rotting and the elements. An added feature which is already receiving favorable comment from fishermen who have used the new product is the soft, flexible quality which makes for better hanging.

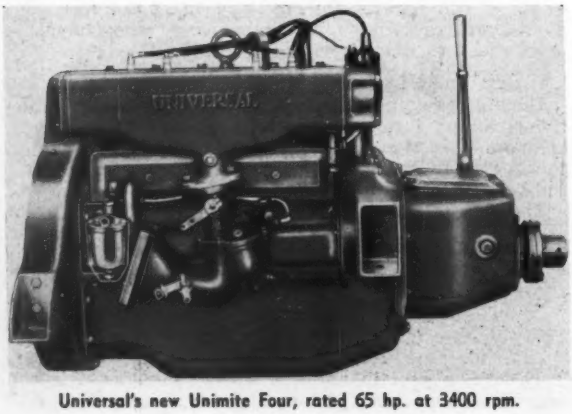
Universal Introduces New Unimite Four

Universal Motor Co., Oshkosh, Wis., is manufacturing an entirely new marine motor, which is named the Unimite Four and is one of the most powerful four-cylinder marine engines for its size. It delivers 65 hp. at 3400 rpm.

In revealing details of the Unimite Four, R. G. Klieforth, president of Universal Motor, emphasizes that this is a genuinely new motor from every standpoint and not a revamp of an older model. By way of stressing its new design, Mr. Klieforth points to its large piston displacement of 141 cubic inches. "It is this greater displacement," he states, "that gives the Unimite its greater power at moderate engine speeds. More piston displacement," he goes on to say, "makes it an easier working engine with greater lugging ability and reserve power."

Specifications of the Unimite Four show that it has a 3¼" bore and 4¼" stroke. Its fully counterbalanced crankshaft is dynamically balanced for smoother operation and longer life. Precision insert bearings are used in the three main crankshaft bearings, as well as in the crankshaft end of the connecting rods. The motor measures only 31-15/16" overall, and it weighs only 450 lbs.

In setting up the requirements for this new design, one of the prime objectives was that it be of the smallest possible size.



Universal's new Unimite Four, rated 65 hp. at 3400 rpm.

Nordberg Transfers Hawkins to East Coast

William G. Hawkins

William G. Hawkins has been transferred to the East Coast as special representative for Nordberg gasoline and Diesel marine engines. Mr. Hawkins, former assistant manager of the Gasoline Marine Engine Department in Milwaukee, is now assigned to Nordberg's New York office. His headquarters are in North Falmouth, Mass.

Born in Winthrop, Mass., Hawkins attended school in Rhode Island. In 1931 he was placed in charge of marine equipment for Dr. William Beebe's Bermuda expedition. Later he attended Stanton Military Academy where he was also laboratory instructor in internal combustion engines. From 1937 to 1938 he operated sports fishing boats in New Jersey and Florida and then joined Wright Aeronautical Corporation in the research and experimental department.

Mr. Hawkins joined Nordberg as a test engineer in the Gasoline Marine Engine Department in 1948. In 1949 he was appointed sales and service engineer in this department and a year later was named assistant sales manager.

Bulletin on Standard-Hersey Fish Meal Dryer

An eight-page illustrated bulletin, recently issued by Standard Steel Corp., 5008 Boyle Ave., Los Angeles 58, Calif., describes the new Standard-Hersey low temperature fish meal dryer, Type KLT.

Tests show that by holding the inlet throat temperature of Type KLT dryer below 600° F., and the meal temperature below 160° F., scorching and burnt odors are eliminated, a higher yield of fish meal is obtained, moisture content is better controlled, and protein and vitamin values are unimpaired.

It is claimed that this new type of drying unit complies with the rigid Los Angeles anti-smog ordinance, eliminating the necessity for expensive auxiliary equipment to prevent air pollution. The bulletin shows comparative figures obtained from testing this dryer against conventional high temperature equipment.

The Type KLT low temperature rotary fish meal dryer is available in various sizes and capacities. A chart shows yield of fish meal in tons per hour per ton of raw fish obtained from each size of unit.

Air Cleaners for Caterpillar Engines

Oil bath air cleaners are now available as attachments for all 12 sizes of Caterpillar marine engines. The air cleaners are of established design in which air on its way to the engine passes upward through many oil washed screens. The units may be mounted in place of intake air silencers which are standard Cat marine engine equipment. On larger engines equipped with blowers, the air cleaners may be used in addition to silencers.

Vessels operating near shore may sometimes be subjected to dusty conditions. In other instances where nets are handled or dried near the engine, sand, particles of salt and bits of shell may find their way to the engine intake. When these abrasives are present, an air cleaner protects the engine air supply against them.

Caterpillar states that since space is important in most marine engine compartments, every effort has been made to use the minimum of space for the attachment.

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Heldon Joins New Bedford Cordage

New Bedford Cordage Co., New Bedford, Mass., has announced the appointment of Sydney Heldon to the territory of Eastern Pennsylvania, New Jersey, Maryland, and Washington, D. C. He will operate out of Philadelphia and will replace H. C. Conkling, Jr., who is now assistant sales manager in New Bedford, Mass.

Heldon has had over 15 years of selling experience and more than 20 years of business background. He was born in Australia and has sold both there and in the U. S. Heldon graduated from Arncliffe Commercial College, Sidney, Australia, and during the war flew with the American Fifth Air Force.

Roberts to Enterprise New Orleans Branch

Jack L. Roberts

Jack L. Roberts, formerly assistant manager of the Process Division of Enterprise Engine & Machinery Co., has become the teammate of Paul Wabnig in New Orleans, where he will function in both Enterprise engine and reduction plant field engineering and service.

Roberts, a twenty-two mission B-29 pilot, returned to Enterprise in 1946 to take special engineering work at the University of California. Following many months of Diesel development work for Enterprise, he became assistant manager of the Process Division specializing in reduction plant work as a further phase of his broad training in production and service facilities of the Company.

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"VIKING" I, II Marine Radio Telephones

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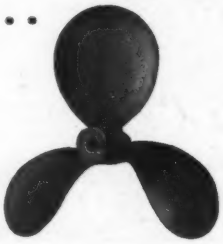

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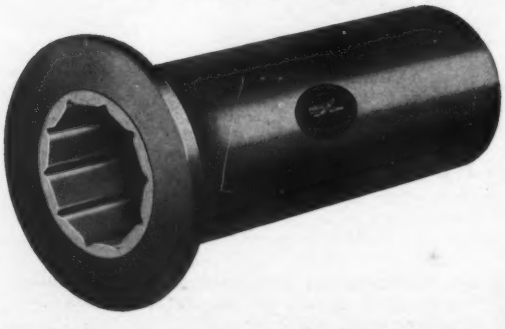

Soft rubber, water lubricated, Cutless bearings give years of trouble free service on fishing vessels. Resist heat, oil, and wear. Quiet and protect shafts too. There is a size and type to fit your boat.

Available at Boat Repair Yards and Marine Equipment dealers.

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Sweeney New Sales Manager for P&H Diesel

Don E. Sweeney

Don E. Sweeney, formerly associated with General Motors Corp., is the new sales manager of the P&H Diesel Engine Division of Harnischfeger Corp., Crystal Lake, Ill., succeeding R. H. Fitz.

Mr. Sweeney brings to his new position a broad background of experience and ability in the Diesel engine field. His seven years with G.M.C. were spent in the Detroit Diesel Engine Division as zone sales representative and zone sales manager. In these capacities he was in charge of all distributor operations for seven Midwestern States.

During the war years 1941-45, Mr. Sweeney served with Army Ordnance. His supervision included the production, inspection and shipment of tanks built by the Buick Motor Division, G.M.C.

Previously he held the position of district manager for the Michigan Public Service Co. and also was associated with Westinghouse Electric Supply Co. in a sales capacity.

Chrysler's Marine Division in New Plant

Opportunity for greater adaptation of marine power to marine needs is seen in the recent move of Chrysler's Marine Engine Division to the new Trenton, Mich., plant. Complete facilities for making and testing marine and industrial engines have been moved from the Jefferson Ave. plant in Detroit to the new site.

C. C. Williams, general manager of Chrysler Marine and Industrial Engine Divisions, points out that the new move gives the Marine Engine Division a complete plant of its own with extensive developmental and research departments and production facilities. In addition to increasing manufacturing facilities, the new plant permits higher efficiency through better, more modern plant layout and expediting.

No loss of employment or production was involved in the gigantic task of moving 394 production machines, engine assembly conveyors and plant engineering equipment. Administrative and production employees were also transferred.

Cork Import Corporation Changes Name

Cork Import Corp., Englewood, N. J., has announced that its corporate name has been changed to National Cork Co. The new name will be truly indicative of the firm's present day activities and will emphasize its close connection to the domestic cork industry.

Cork Import Corp. was formed in 1923 to sell in the United States cork products produced in affiliated Spanish factories. It was the first American cork company to sell cork insulation entirely through independent distributors. Its trade name for insulation, Novoid, has become well established.

J-B Heat Exchanger and Oil Clarifier

The J-B Engineering Company of 10610 Samoa St., Tujunga, Calif., has announced the development of an oil heat exchanger and oil clarifier as a combined integral unit. Known as the J-B-99, the unit has an O.D. of 10" and measures just under 30" in overall length.

The unit is completely finned, and is designed to present the large surface area of approximately 1900 square inches for the dissipation of excessive temperatures that

prevail in the body of the lubrication oil—the rate of heat exchange being approximately 5000 B.T.U.'s per square foot exposed at room temperature with no air circulation.

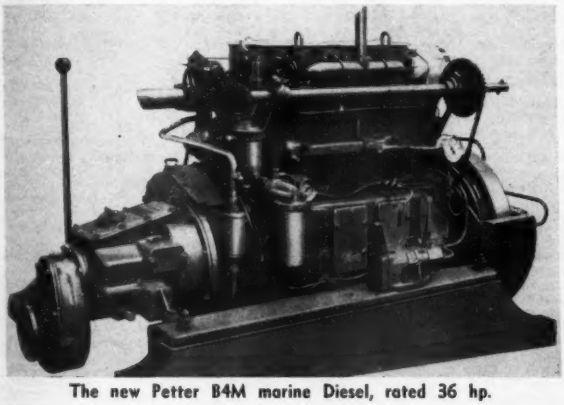
The J-B unit encompasses a replaceable filter element which consists of a fibrous media, a pure white celleous which will filter down to two to four microns, and will store all contaminants of the oil which flows through the filter. The unit is cast in a special aluminum alloy which has the physical characteristic of being able to dissipate heat more readily than most other metals. It is equipped with a by-pass valve wherein installation is adaptable to both full-flow and by-pass circulatory systems.

New Petter "B" Marine Range of Diesels

Petter Small Engine Division of Brush Aboe, Inc., Empire State Bldg., 350 Fifth Ave., New York 1, N. Y., have recently introduced a new "B" marine range of Diesel engines, which have satisfied the need for a big brother to the well-known AV2M 10 hp. marine engine. The new line includes the B2M, rated at 18 hp., the B3M at 27 hp. and the B4M at 36 hp.

The new engines feature the standard Petter qualities of ease of starting, low fuel consumption and trouble free service plus a new high in accessibility. The crankcase doors give immediate access to rod bearings, and by lifting the cylinder head, pistons and rods can be removed with the engine still in place in the boat.

As an alternative to electric starting, the Berger Handraulic Starter is a well tried and proven device that



The new Petter B4M marine Diesel, rated 36 hp.

gives (first time) starting without the starter battery. The gear box is available with forward and reverse gears, with a 2:1 reduction gear if required and can be arranged for right and left hand propellers. Also available is a full range of sterngear and skin fittings in manganese-bronze.

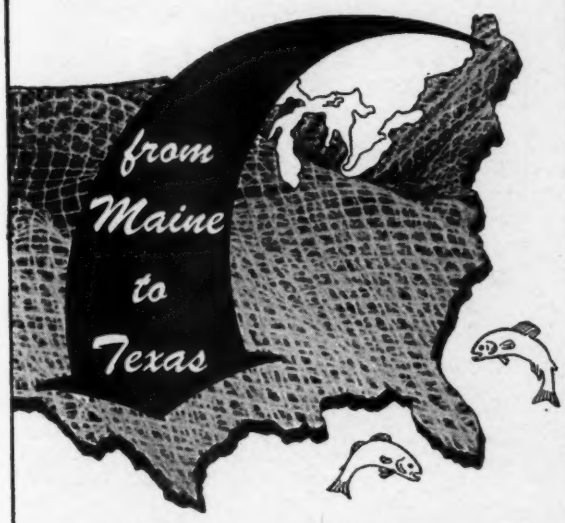
The standard engine speed is 1500 rpm., but a wide range pneumatic governor gives full control from "idling" to "full speed". The bore and stroke of the new engines are 4.33 x 4.33 inches, and the compression ratio is 16:1.

The Petter Small Engine Division has recently appointed a new direct factory agent for the state of Florida—M. D. Moody and Sons, Inc., 4652 Phillips Highway, Jacksonville 7, Fla.

"Ricwilite" Coatings Prevent Corrosion

The Ric-wiL Plastic Coating & Mfg. Corp., with executive offices at 1290 Euclid Ave., Cleveland 15, Ohio, has entered the field of "protective coatings for industry" with their line of "Ricwilite" phenolic resin coatings. Descriptive literature giving physical properties of Ricwilite coatings, resistance to various chemicals, and their application in industry, is available.

Ricwilite coatings are specially formulated to protect equipment against extremely corrosive conditions in all types of industry with a tough, impervious film which is resistant to attack by corrosive acids and alkalis, salt water, rust, and weathering. The coatings are ideal for protection of ventilating and duct systems, piping and equipment in food and chemical process plants, and storage tanks.



Month after month, thousands of pounds of EDERER NETTING is tagged for ports along the Atlantic, Southern Waters, and the Gulf Coast. The fact that each year sees more and more EDERER quality netting in these areas, is conclusive evidence that EDERER NETTING is tops for ocean or inland water fishing. To be sure of uniformity and strong netting—ASK FOR EDERER QUALITY WHEN YOU BUY . . .

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MAITRE CORDS
CORKS
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ROPES
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For over 65 years, EDERER QUALITY NETTING has maintained a reputation for complete satisfaction and long, trouble-free service.

Ready stocks available at our dealers in principal ports.

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EDERER INC.
UNITY & ELIZABETH STS.
PHILADELPHIA, PA.
BALTIMORE - MIAMI

For any marine purpose . . .

CHRIS-CRAFT MARINE ENGINES

. . . are the world's best buys!

Model B, 60 h.p. Model K, 95 h.p.

Model KL, 105 h.p. Model KBL, 131 h.p.

Model M, 130 h.p. Model ML, 145 h.p.

Model MBL, 158 h.p. Model W, 160 h.p.

RUGGED Chris-Craft Marine Engines are specially built for marine use. Year after year, they provide superb performance, are economical, dependable, trouble-free. Chris-Craft Marine Engines are available in 60, 95, 105, 130, 131, 145, 158 and 160 h.p. Reduction drives and opposite rotation available for most models. For any marine use, your best marine-engine buy is Chris-Craft!

READ WHAT USERS SAY!

Mr. Christiansen

"I have just installed one of your 130 h.p. Chris-Craft Marine Engines, with a 2:1 reduction gear, in my new 33-ft. gillnet boat," writes Harry Christiansen, well-known Vancouver, B.C., fisherman. "I purchased this engine on the reputation it has established for reliability and performance. Its compactness and rubber mountings were also desirable features. It has now been in service long enough to assure me that it is above my expectations! The excellent reputation of Chris-Craft engines is indeed justified."

Fishermen! Chris-Craft Marine Engines can stand the gaff of tough, commercial operation and give you economical, trouble-free service! Ask your marine dealer, boat yard or boat builder for data, or write for FREE catalog.

Chris-Craft

MARINE ENGINE DIVISION

CHRIS-CRAFT CORPORATION, ALGONAC, MICH.

WORLD'S LARGEST BUILDERS OF MARINE PRODUCTS

Fish Landings

For Month of August

Hailing fares. Figure after name indicates number of trips.

BOSTON

Acme (5)	101,500	Marietta & Mary (3)	71,500
Addie Mae (6)	71,000	Maris Stella (2)	137,300
Adventure (3)	249,500	Marsala (2)	34,200
Agatha & Patricia (4)	145,900	Mary & Jennie (4)	58,000
Alphonso (5)	54,800	Mary & Joan (1)	54,000
Angie & Florence (2)	52,300	Mary M. (1)	1,100
Annie & Josie (3)	38,500	Mary W. (1)	39,400
Arlington (2)	288,900	M. C. Ballard (3)	172,300
Atlantic (3)	281,500	Michael G. (7)	147,500
Ave Maria (Dragger) (7)	100,900	Michigan (3)	383,000
Ave Maria (O. Tr'ler) (3)	195,700	Mother of Grace (2)	39,000
Barbara C. Angell (3)	348,700	Nancy B. (4)	118,100
Bay (1)	76,500	Neptune (2)	192,500
Bonnie (3)	336,000	Noreen (1)	74,700
Bonnie Lou (1)	76,900	Ohio (3)	310,200
California (3)	74,100	Olympia La Rosa (2)	80,000
Calm (3)	325,100	Pam Ann (3)	216,200
Cambridge (3)	306,800	Phantom (2)	157,500
Carmella Maria (3)	43,300	Plymouth (3)	256,800
Catherine B. (D'gger) (3)	110,100	Princess (2)	31,700
Catherine B. (L. T'ler) (7)	44,400	Quincy (3)	277,300
Catherine T. (3)	137,400	Racer (2)	186,300
Comet (2)	197,700	Red Jacket (3)	346,000
Crest (2)	212,000	Richard J. Nunan (1)	26,800
Diana C. (3)	58,000	Robert & Edwin (5)	35,700
Dorchester (3)	251,800	Roma (3)	47,800
Drift (2)	192,800	Rosalie D. Morse (2)	162,400
Elizabeth B. (2)	167,000	Rosemary (4)	48,800
Emily H. Brown (3)	201,300	Rosie (7)	114,100
Esther M. (2)	225,200	Rush (3)	247,500
Famiglia (2)	34,800	Sacred Heart (5)	53,600
Flying Cloud (3)	348,600	St. Anna (7)	31,700
4-C-688 (7)	28,100	St. Bernadette (1)	40,200
4-G-370 (2)	8,200	St. Michael (7)	27,300
4-G-673 (6)	27,500	St. Peter (2)	48,000
4-H-823 (7)	29,500	St. Rosalie (2)	52,600
4-R-630 (2)	5,800	San Antonio II (4)	43,600
4-R-632 (1)	3,300	San Calogero (6)	110,500
Francesca (5)	27,900	Santa Maria (3)	95,400
Frances L. McPherson (2)	132,000	Santa Rita (8)	42,500
Helen B. (3)	65,400	Santa Rosalia (7)	28,600
Helen M. (1)	19,000	Santina D. (1)	2,700
Hilda Garston (3)	249,700	Savoia (7)	37,800
J. B. Junior (5)	381,800	Sebastiana C. (2)	73,400
J. B. Junior II (3)	46,400	Six Bros. II (5)	13,200
Jennie & Lucia (3)	101,400	Surge (2)	204,300
Joe D'Ambrosio (6)	30,400	Swallow (3)	198,000
Josephine F. (6)	34,500	Texas (2)	154,600
Josephine P. II (3)	75,800	Thomas Whalen (3)	247,300
Josie M. (2)	24,800	Triton (2)	179,800
Leonarda (4)	34,200	Two Pals (2)	14,400
Leonard & Nancy (3)	139,400	Victory (2)	56,000
Little Nancy (3)	98,700	Vincie N. (3)	107,900
Lorine III (1)	29,700	Wave (1)	145,000
Lucky Star (2)	127,300	Weymouth (3)	243,500
Mabel Mae (2)	147,800	Wm. J. O'Brien (4)	350,200
Maine (3)	332,000	Winchester (3)	302,200
Margaret & Marie (4)	37,600	Wisconsin (2)	219,900
Maria Christina (5)	16,200	Yankee (2)	101,300
Maria Del S. (5)	55,800		

Scallop Landings (Gallons)

Shirley & Roland (1)	600

NEW YORK

Constance (1)	4,200	Rockaway Belle (1)	3,000

Scallop Landings (Gallons)

Beatrice & Ida (2)	2,200	Mary Ann (1)	425
Benjamin Bros. II (2)	2,150	Mary Ann II (1)	337
Buzz & Billy (1)	1,100	Miriam A. (1)	1,125
Catherine C. (1)	1,100	Reid (1)	700
Friendship (1)	1,000	Rosalie F. (1)	1,100
Juda (1)	700	St. Rita (1)	800
		Susan (1)	1,100
Malvina B. (1)	900		
Marobet (1)	1,100	Whaling City (1)	900

GLOUCESTER

Alphonso (1)	4,000	Little Joe (4)	26,000
Althea (6)	106,000	Lois T. (7)	123,000
Alvin T. Fuller (1)	95,000	Lucy Scola (2)	18,500
American Eagle (2)	34,000		
Anna Guarino (7)	81,500	Madame X (4)	64,000
Annie (7)	62,500	Madonna De Trapani (5)	92,000
Annie II (9)	54,000	Malena II (6)	48,000
Anthony & Josephine (6)	100,000	Malinda B. (1)	16,000
Aphodyd (3)	54,000	Malolo (3)	228,000
Atlantic (3)	200,000	Manchanock (2)	95,000
		Manuel F. Roderick (2)	200,000
Baby Rose (2)	229,000	Margie & Roy (2)	1,000
Benjamin C. (1)	190,000	Margie L. (5)	40,000
B. Estelle Burke (1)	32,000	Maria Immaculata (7)	146,500
Bobby & Jack (1)	50,000	Marie & Winifred (2)	75,000
Bonaventure (1)	142,000	Marion & Alec (1)	100,000
Brookline (1)	200,000	Marion & Alice (1)	100,000
		Mary (7)	90,000
California (1)	17,000	Mary & Josephine (2)	350,000
Cara Cara (2)	287,000	Mary E. (6)	73,500
Carlo & Vince (6)	98,000	Mary Jane (2)	261,000
Carol Ann (2)	260,000	Mary Rose (2)	330,000
Catherine (3)	19,500	Mary W. (3)	90,000
Catherine Amirault (2)	380,000	Mayflower (1)	9,000
Catherine L. Brown (1)	135,000	Michael F. Dinsmore (3)	261,500
Cavalier (2)	43,000	Mocking Bird (2)	180,000
Chanco (2)	200,000	Mother Ann (2)	480,000
Charlotte M. (1)	135,000		
Chebeague (3)	41,000	Natale III (6)	185,000
Cherokee (3)	235,000	Newton (1)	100,000
Cigar Joe (4)	95,000	No More (6)	61,000
Clipper (2)	290,000	Nyoda (7)	111,000
Columbia (2)	360,000		
Curlew (1)	160,000	Ocean Life (2)	610,000
		Olivia Brown (1)	60,000
Dartmouth (2)	212,000		
Dawn (9)	120,000	Phillip & Grace (2)	248,000
Dolphin (1)	120,000	Phyllis & Mary (5)	71,000
Doris F. Amero (2)	100,000	Pioneer (5)	63,000
		P. K. Hunt (3)	315,000
Edith L. Boudreau (2)	150,000	Positive (2)	259,000
Eleanor (3)	92,000	Puritan (2)	275,000
Estrela (1)	190,000		
Eva II (3)	12,000	Raymonde (1)	108,000
Evelina M. Goulart (2)	140,000	Resolute (3)	200,000
Evelyn G. Sears (2)	44,000	Rita B. (1)	40,000
		Ronald & Mary Jane (2)	315,000
Falcon (9)	165,000	Rose & Lucy (7)	135,000
Fanny C. (1)	2,500	Rosie C. (4)	30,000
Felicia (2)	420,000		
Florence & Lee (2)	355,000		
Frances R. (3)	106,000	Sacred Heart (5)	59,000
Frankie & Jeanne (4)	60,000	St. Anthony (2)	313,000
Frederick H. (2)	43,000	St. Bernadette (1)	165,000
		St. Francis (4)	46,000
Gaetano S. (1)	130,000	St. John (7)	37,500
Gertrude E. (7)	49,500	St. Joseph (3)	138,000
Golden Eagle (2)	260,000	St. Mary (5)	122,000
		St. Nicholas (1)	185,000
Hazel B. (1)	90,000	St. Peter II (2)	320,000
Holy Family (2)	270,000	St. Providenza (6)	99,000
Holy Name (8)	106,000	St. Victoria (3)	170,000
Hustler (2)	48,000	Salvatore (1)	4,000
		Salvatore & Grace (7)	164,000
Ida & Joseph (3)	138,000	Sammy C. (3)	6,500
Immaculate Concept'n (4)	76,000	Sarah M. (3)	18,500
Intrepid (2)	20,000	Sea Queen (3)	165,000
		Sebastiana C. (1)	4,000
Jackie B. (3)	112,000	Serafina N. (6)	114,000
Jackson & Arthur (6)	63,000	Serafina II (8)	206,000
J. B. Junior (6)	114,000	Skilligolee (3)	158,000
Jennie & Julia (1)	26,000	Sunbeam (3)	118,000
Johnny Baby (6)	55,000	Sunlight (1)	175,000
Joseph & Lucia (2)	280,000	Superior (3)	258,000
Joseph S. Mattos (1)	100,000	Sylvester F. Whalen (2)	330,000
Josie II (2)	9,000		
Julie Ann (1)	20,000	Theresa M. Boudreau (1)	175,000
		Villanova (2)	450,000
Killarney (1)	190,000	Viola D. (2)	13,500
Kingfisher (2)	440,000	Virginia Ann (6)	105,000
Lady of Fatima (1)	210,000	We Three (4)	56,000
Lady of Good Voyage (2)	190,000	White Owl (6)	51,000
Lawson (2)	115,000	Whitestone (3)	91,500
Leonard & Nancy (1)	60,000		
Linda B. (3)	55,000	Yankee (1)	2,000
Little Flower (7)	150,000		

Scallop Landings (Gallons)

Noah A. (1)	100

STONINGTON, CONN.

America (11)	24,200	Lindy (10)	5,800
		Lisboa (16)	8,100
Bette Ann (14)	17,700		
Betty Boop (14)	11,900	Marise (18)	10,300
		Mary A. (13)	11,700
Carl J. (2)	2,200	Mary H. (14)	6,000
Carol & Dennis (2)	8,800		
Carolyn & Gary (16)	10,600	New England (1)	4,900
Connie M. (16)	12,500		
		Old Mystic (16)	31,800
Eleanor (11)	4,300		
		Ranger (1)	12,500
Fairweather (18)	35,800	Rita (1)	4,700
		Russell S. (2)	3,000
Harold (14)	9,700		
		St. Peter (12)	7,600
Irene & Walter (18)	32,400		
		Theresa (1)	1,600
Jane Dore (11)	9,000		
		Vagabond (10)	7,900
Laura (15)	4,900		
Lt. Thomas Minor (15)	15,700	William B. (13)	30,000

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When the fish are running is the time for fishing . . . not painting. Then you want a clean bottom to get you out there and back in the shortest possible time with the least consumption of fuel. With any one of the several INTERNATIONAL Bottom Paints on your vessel you will have a clean bottom. Their remarkable resistance to both grass and shells is long lasting. There are INTERNATIONAL Bottom Paints for both wood and metal made to meet various types of service and price limitations. Send for color cards and price lists.

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105 West, 2nd Ave., Vancouver, B. C.

WORLD'S LARGEST MARINE PAINT MAKERS

FOR TUNA

When the big fellows "hit" this hook the hook "stays put" until you bring in your fish. You can't beat

MUSTAD
Key Brand **FISH HOOKS**

because Mustad hooks are made to take a beating. Their points provide for efficient penetration and their sturdy bends and shanks will carry the load. Your dealer has them in any size you prefer.

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DO YOU KNOW

Louis Mathis of Gloucester and Antonio Costa of New Bedford?

THEY USE PROFITABLE

Lathrop

POWER.

This is their 65 ft. dragger "Irene & Mabel" which has been repowered with a new Lathrop DH-200 Diesel, installed on the factory dock in Mystic. Dependability and long life are the big features of this 187 HP. engine. Its weight is 5,100 lbs. Displacement is 935 cubic inches.

Write for new catalogs. 19 different Models. 20-200 HP. Gasoline and Diesel Marine Engines.

THE *Lathrop* ENGINE CO.
MYSTIC, CONNECTICUT
1897 MANUFACTURERS OF RELIABLE MARINE ENGINES

PORTLAND

Agnes & Elizabeth (2)	92,400	Nellie M. (4)	40,000
Alice M. Doughty (4)	156,800	Nora Sawyer (9)	86,700
Annie Louise (8)	79,100		
Ariel (8)	66,200	Ocean Clipper (2)	59,400
		Ocean Wave (2)	119,900
Betty & Nell (2)	16,100	Onward III (9)	109,200
Brighton (2)	363,000		
		Pauline M. Boland (5)	192,400
Carmella & Lois (4)	42,800	Phyllis & Mary (1)	26,000
Challenger (12)	82,200	Polaris (2)	304,600
Chesebrough (4)	41,300		
Courier (1)	175,000	Queen of Peace (6)	67,700
Crescent (6)	66,000		
		Rebecca (1)	7,000
Elinor & Jean (3)	55,800		
Ethelina (3)	150,000	St. Michael (14)	70,600
Evzone (3)	138,600	Sea King (3)	108,900
		Silver Bay (2)	340,000
Geraldine & Phyllis (2)	79,300		
Grace E. (4)	25,600	Theresa R. (2)	235,000
		Thomas D. (2)	210,000
Little Chief (3)	34,100		
		Vagabond (4)	223,600
Marjorie Parker (1)	3,000	Vandal (3)	213,900
Mary & Helen (16)	174,800	Vida E. (16)	143,200
Mascot (1)	5,000	Voyager (3)	116,800

Scallop Landings (Gallons)

Adele K. (1)	1,111	Empress (2)	2,316
Antonio (1)	811		
		Mary & Julia (2)	2,283
Brant (2)	2,278	Monte Carlo (2)	1,700

WOODS HOLE

Angeline (3)	9,000	Janet Elise (1)	5,800
Arnold (1)	900	Jen-Walt (1)	1,200
Barbara Jean (1)	400	Little Lady (4)	6,400
Cap'n Bill II (1)	51,300	Madeline (1)	11,500
Carlannsul (2)	7,100	Mary-Al (2)	1,200
Carl J. (1)	11,800	Mildred & Myra (1)	3,500
Clara C. (1)	700	Morning Star (4)	4,800
Dauntless (1)	13,100	Nancy S. (1)	1,800
Dolly & David (5)	9,100	Natator (2)	2,500
Dorothy & Everett (2)	4,200		
		Patsy (1)	3,500
Elva L. Beal (1)	2,800	Phyllis J. (1)	2,200
Eugene H. (2)	68,600	Priscilla (1)	21,900
Evelyn F. (1)	700	Priscilla V. (2)	48,000
		Ranger (2)	20,600
Genevieve D. (4)	3,500	Resolute (2)	2,100
Gertrude D. (1)	17,700	Rita (2)	26,600
		Roann (3)	46,500
Helen Mae (4)	2,900		
Hope (1)	2,300	Serafina (1)	2,300
Irene (2)	11,200	Theresa (1)	16,400

Scallop Landings (Gallons)

Anastasia E. (1)	230	Marmax (2)	2,187
		Mary Canas (1)	1,125
Bobby & Harvey (1)	1,125		
Bright Star (1)	1,125	Nancy J. (2)	2,219
Flamingo (1)	1,125		
Friendship (1)	1,125	Palestine (1)	994
		Pearl Harbor (1)	1,066
Jenny (1)	785	Pelican (2)	2,250

Swordfish Landings (No. of Pounds)

Christine & Dan (2)	32,300	Three Bells (1)	9,188
North Wind (1)	6,501		

NEW BEDFORD

Adventurer (4)	76,100	Felicia (1)	30,000
Annie Louise (4)	21,300		
Annie M. Jackson (2)	50,700	Gannet (2)	105,000
Arnold (2)	21,600	Gertrude D. (2)	42,000
Arthur L. (3)	58,800	Gladys & Mary (2)	65,400
Automatic (3)	28,300	Growler (3)	84,600
Ballantrae (3)	23,500	Harmony (2)	46,600
Barbara M. (3)	59,900	Hope (3)	24,600
Bernice (1)	4,400	Hope II (3)	89,100
		Huntington Sanford (2)	36,700
Capt. Deebold (3)	61,800		
Carl Henry (3)	94,300	Idlewild II (2)	4,500
Chas. E. Beckman (4)	63,000	Invader (1)	27,800
Charlotte G. (2)	33,300	Ivanhoe (3)	57,500
Connie F. (3)	86,300		
C. R. & M. (4)	71,600	Jacintha (3)	134,700
Dauntless (3)	32,700	Janet Elise (2)	12,800
Driftwood (1)	6,000	Joan & Tom (4)	52,300
		Joan & Ursula (3)	67,500
Ebenezer (1)	4,300	John G. Murley (3)	159,000
Edith (2)	30,700	Julia K. (2)	15,200
Elva & Estelle (4)	64,500	Junojaes (2)	60,400
Elva L. Beal (2)	16,300		
Etta K. (3)	60,200	Katie D (2)	101,000
Eugene & Rose (3)	87,900	Kelbarsam (2)	33,700

New Bedford Landings (Continued)

Little Sam (3)	53,000	St. Ann (4)	119,000
		Sandra & Jean (1)	33,500
Madeline (1)	4,700	Santa Cruz (3)	53,500
Magellan (1)	22,400	Sea Fox (5)	77,700
Maria-Julia (3)	58,000	Sea Hawk (4)	114,000
Marie & Julia (1)	13,500	Shannon (3)	71,500
Martha E. Murley (3)	101,700	S. M. Murtosa (3)	53,800
Mary & Joan (1)	45,000	Solveig J. (3)	126,000
Mary Jane (1)	23,000	Sonya (3)	55,000
Mary J. Hayes (3)	106,600	Southern Cross (4)	61,800
Mary Tupper (3)	69,500	Stanley B. Butler (3)	172,000
Minnie V. (4)	41,100	Susie O. Carver (2)	12,600
Molly & Jane (4)	63,800		
		Teresa & Jean (3)	160,800
Noreen (2)	99,500	Theresa (1)	9,800
		Three Pals (3)	38,500
Pauline H. (4)	319,900	Two Bros. (4)	22,500
Peter & Linda (2)	26,800		
Phyllis J. (2)	15,100		
Portugal (1)	14,000	Venture 1st (3)	101,400
		Victor Johnson (3)	37,700
Reliance (2)	4,200	Viking (4)	131,500
Roberta Ann (4)	85,300	Virginia (3)	144,700
Rosemarie V. (1)	23,800		
R. W. Griffin, Jr. (2)	50,600	Whaler (3)	112,000

Scallop Landings (Gallons)

Abram H. (2)	2,291	Malene & Marie (3)	3,471
Agda (2)	2,332	Malvena B. (1)	1,125
Alpar (2)	2,302	Maridor (2)	2,250
Amelia (2)	2,291	Marie & Katherine (1)	1,100
Anastasia E. (1)	1,000	Marmax (1)	1,166
		Mary Anne (2)	2,136
B & E (2)	2,291	Mary Canas (1)	800
Barbara (2)	2,250	Mary E. D'Eon (2)	2,332
Bobby & Harvey (2)	2,291	Mary J. Landry (2)	2,133
Bright Star (1)	1,125	Mayflower (1)	1,000
		Moonlight (3)	3,427
Camden (2)	2,291	Muskegon (2)	2,250
Carol & Estelle (2)	2,344		
Catherine & Mary (2)	2,269	Nancy Jane (1)	1,125
Charles S. Ashley (2)	2,343	New Bedford (2)	2,250
Christine J. (2)	2,175	New Dawn (2)	1,125
Clinton (1)	450	Newfoundland (3)	3,457
Dagny (1)	1,014	Olive M. Williams (2)	2,150
Doris Gertrude (2)	2,250		
Dorothy & Mary (2)	2,343	Palestine (1)	1,125
		Pearl Harbor (1)	1,166
Eleanor & Elsie (2)	2,291	Pelham (1)	1,000
Elizabeth N. (2)	2,343	Porpoise (3)	3,375
Ethel C. (2)	2,250		
Eunice-Lilian (1)	1,125	Red Start (3)	3,350
		Rosalie F. (1)	1,125
Fairhaven (2)	2,299	Rosie II (2)	967
Falcon (2)	1,844		
Flamingo (1)	1,145	Sally & Eileen (1)	1,125
Fleetwing (2)	2,332	Sea Hawk (2)	1,925
Francis J. Manta (2)	2,225	Smilyn (1)	1,125
Friendship (1)	500	Sunapee (2)	2,332
Gambler (1)	1,125		
Gloria F. (2)	2,332	The Friars (2)	2,100
		3 & 1 & 1 (2)	2,050
Janet & Jean (2)	1,925		
Jerry & Jimmy (3)	3,498	Ursula M. Norton (2)	2,354
Josephine & Mary (2)	2,332		
		Virginia & Joan (2)	2,236
Kingfisher (2)	2,269	Vivian Fay (2)	2,310
Lainee K. (3)	3,235		
Liboria C. (2)	2,291	Wamsutta (3)	2,750
Linus S. Eldridge (2)	2,291	Whaling City (1)	977
Louis A. Thebaud (1)	1,125	Wm. D. Eldridge (2)	2,250
Lubenray (2)	2,250	Wm. H. Killigrew (2)	2,291

Swordfish Landings (No. of Fish)

Anastasia E. (2)	41	Idlewild (1)	3
Francis J. Manta (1)	1	Portugal (1)	1
Huntington Sanford (1)	3	Winifred M. (1)	54

Outboard Motors Speed up Gill-Net Tending During Hudson Shad Run

Three seasons ago a gill-net tender with an outboard motor well set amidships appeared on the lower Hudson River for the first time, during the Spring shad run. Designed by Gordon Miller, Johnson Motors dealer at Ludlow, N. Y., the well was cut in just forward at the beam of an 18' rowboat net-tender, or about 10' from its transom. A 9.8 hp. Johnson was attached to the forward wall of the well which set at approximately the same angle as the boat's transom. Since the motor would pivot for full 360-degree steering, the boat was completely maneuverable—it would go forward, backward, sideways, and hold its position within arms' length of the nets despite the force of the Hudson's winds and tides.

The first motor-well outfit was put to work on the Hudson by Anton Davidson and Hjalmar Johnson, partners

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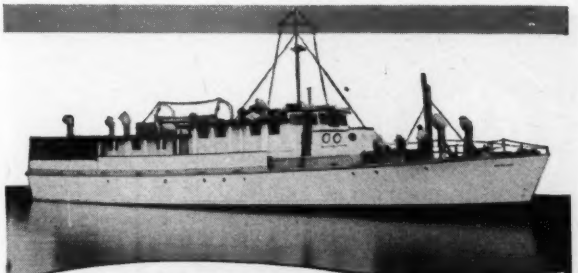
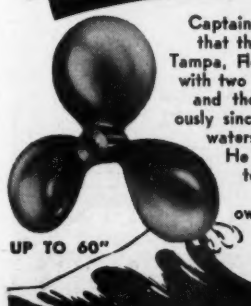


Used MICHIGAN WHEELS OVER 2 YEARS IN HIGH SALT DENSITY AREA WITH *LITTLE* OR NO GALVANIC EFFECT —



Captain R. J. Fearon of the Delfa Lines reports that the above 150-ton vessel, plying between Tampa, Florida and Mariel, Cuba was equipped with two 44 x 40 Michigan wheels in April, 1950; and though they have been running continuously since then, the high salt density of these waters has caused little or no galvanic effect. He also notes that other vessels have had to change propellers at least every 12 months. For economy's sake alone, you owe it to yourself to equip with Michigan propellers with the famous "K" factor that makes them last as much as three times as long as those of ordinary manganese bronze.

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One of the gill-net tending boats operated by Anton Davidson and Hjalmar Johnson (center) on the Hudson River during this Spring's shad run. Its Johnson outboard motor sets amidships, in a motor well, out of the way of the fishermen, and permits the boat to be maneuvered in any direction.

who have netted shad on the River for the last 15 years. The partners this year put a second motor-well boat on the Hudson, and they report that many of the other shad fishermen they meet on the River today are using similar outfits, either made by Miller or patterned after his models.

Davidson, who has fished commercially in Europe and America for 53 years, says the motor-well has been the biggest single boon to gill-netting in his memory. Not only has it eliminated the onerous job of rowing, but it has significantly speeded up the whole net-tending operation, and has thus saved money for the fishermen.

Provincetown Draggers Are Changing to Scalloping

With fishing boats having to go farther to sea in order to get a catch, more of Provincetown's dragger fleet are converting to sea scalloping, for which there appears to be a ready market.

Capt. Manuel Dutra, retired fishing captain who is head of the Provincetown Seafood Producers Assoc. and agent for the local fishermen, recently reported that in order to make a living at dragging, the vessels must fish in the area off Nantucket, at least 14 hours away from their home port.

Latest to convert to scalloping is the *Jimmy Boy*, Capt. Joseph Roderick, which is one of the largest vessels of the fleet. Other boats that have changed over include the *Yankee, Florence and John, Shirley and Roland, Queen Mary, Cap'n Bill, Pilhasca, Three of Us,* and *Jennie.*

"Stella" Being Repaired

The Provincetown fishing boat *Stella,* Capt. Manuel Santos, is on the rails at Taves Boatyard, undergoing extensive repairs after being rammed by another Provincetown boat while fishing last month.

Trap Fishermen Catch Menhaden

Trap fishermen were loaded down September 4 with menhaden, or pogies, with all traps having some as well as a few mackerel.

Highliner for mackerel was Capt. Ulysses Simmons, whose two boats brought in about 100 barrels of mediums, or approximately 15,000 lbs. Draggers hit butterfish in the bay September 3. Some catches reached 40 barrels, ranging between 5,000 and 6,000 lbs.

Samuel T. Cahoon

Samuel T. Cahoon, a leader in the fishing industry of Southeastern Massachusetts, died August 30 at the age of 74. Mr. Cahoon, who had developed a wholesale fish business bearing his name, also was a boat owner.

Connecticut Clam Outlook Reported as Good

Dr. V. L. Loosanoff of the Fish & Wildlife Service Laboratory at Milford recently reported that the clam outlook is pretty good, and that it is going to get better because an abundant new generation of clams is growing up along the Long Island Sound beaches.

When this new generation of clams will be big enough for market is a question which depends on the location in which they grow and the attacks of their enemies. A clam living near the low water mark has a much better chance than a clam at the high water mark.

Crabs of all sorts and flatfish are responsible for a lot of clam mortality, Dr. Loosanoff explained, but in the long run clams are their own worst enemy. That's because they spawn at a rate of more than 3,000 per square foot, and "the rivalry for food is tremendous."

Need Seed Oysters from Other Areas

Observations conducted over a considerable period by the Milford Laboratory began to indicate several years ago that good sets of oysters in Long Island Sound are infrequent, occurring on an average of only once in five or six years. Under such conditions local waters may not always supply the industry with the needed quantities of set. Obviously, one step to remedy such a situation would be to import seed oysters from other areas.

Anticipating this need, several years ago the Laboratory began a series of experiments to determine what districts could provide seed that would do well in Connecticut waters. Preliminary observations have indicated that spat sent from Florida, North Carolina and, to a large extent, James River, Virginia, does very poorly under Long Island conditions, the majority appearing to be Winter-killed during the first Winter. Of the other samples, the New Jersey oysters did extremely well, comparing favorably, and at times apparently doing even better as far as mortality and growth were concerned, than Long Island oysters.

First Haul of School Tuna

The first catch of school tuna was brought into Stonington late in August by the dragger *America*, returning from an offshore trip with Capt. Sammy Roderick as skipper.

Some 40 tuna ranging around 20 lbs. apiece were included in the trip of 3,500 butterfish and several hundred pounds of mixed fish.

Stonington Scallopers Expect Good Yields

Stonington scallopers are expecting good hauls in Little Narragansett Bay as soon as the Stonington Selectmen open the season. The opening date is at local option for the first time this year. Sept. 15 was the anticipated opening day, but Selectmen will match Rhode Island's start.

The Stonington opening date is for Little Narragansett Bay and Stonington harbor, the only two places where power dredging is permitted. The remaining Connecticut waters, except Niantic, which has local option, open October 1.

Shad Season Excellent

The State Fish & Game Department's first detailed report on commercial shad catches confirmed that the 1952 season has been exceptionally good. A check by Fish & Game Warden Edward T. Bement of 15 commercial fishermen from Cromwell to Old Saybrook, showed a total catch for one recent night of 575 roe shad and 814 bucks.

Top catch of 115 roe and 137 bucks was reported by Gino Baldi of Old Saybrook. Baldi called the season the best in his 35 years' experience.

Best sign to fishermen is the fact that the weight of roe shad, which command the highest market price, is averaging five pounds.

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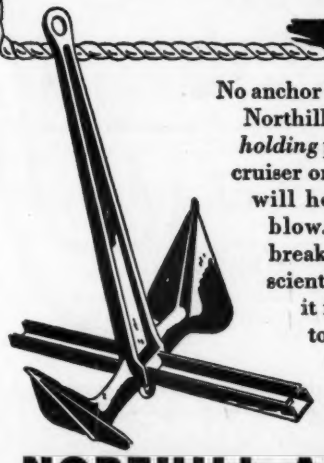

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New Jersey Oysters Are of Good Quality This Season

Harvest of Delaware Bay oysters started September 1, and veteran oystermen say samples show the quality will be better than last year. But the industry is concerned about the problem of quantity. Oysters planted in 1949 and 1950 should have reached full size and be ready for harvesting. However, planters fear that many of the seed and young oysters may have been killed by the big windstorm of November, 1950, which caused large loss of life and property in the bay area.

Some of the firms at Bivalve and in Port Norris are engaged in shucking, marketing and planting. The greater part of the shucking houses buy their oysters from oyster "farmers" who lease the beds from the State. Most of the oysters produced in the bay are shucked and put in cans which are packed in barrels of ice and rushed to markets throughout the United States and Canada. The Delaware Bay area provides 10% of all the oysters dredged in the country.

The oyster fleet consists of nearly 200 boats of various types from 20 to 95' long. Although traditionally the harvesting starts on Sept. 1 of each year, to the oystermen, the season begins in May, when young oysters are taken from the State seed beds and replanted on leased grounds. This operation continues through June.

In July, the shells from the shucking houses are returned to the natural seed beds. The young oysters cling to these shells. During August, the boats are reconditioned for the harvest, which lasts through April.

Industry leaders in the area are following closely developments arising from New York City's recent request to divert millions of gallons of fresh water from the Delaware River headwaters. It was pointed out that fresh water carries nutrients that oysters feed on. Fresh water also serves as a "barrier" against the oysters' sea enemies.

Pot Fishermen Make Good Sea Bass Catches

New Jersey pot fishermen this year have had the best season in sea bass fishing. A fisherman generally has from 400 to 700 pots which are set in strings of 35. About 175 pots are lifted each day by the operator's skiff, and during the past season fishermen have had daily catches of 15 to 50 boxes of fish.

This season the fishermen have been making good catches of fluke, and the *Marlin* of Point Pleasant had as high as 60 boxes to a lift.

For the first time in four years, North Jersey clammers report a good season. At Belford, 18 to 20 clam sloops and 12 hand rakers have been in operation.

Having Dragger Built in Nova Scotia

Three Brothers, Inc., Atlantic City, are having a new 73 ft. dragger built in Nova Scotia, which will be outfitted in New Jersey. The firm is owned by John, Pat and Andrew Montagna, who about one year ago took over the business formerly operated by their father as Patsy's Fish Dock. They own the 110 ft. *Sea King* and the 67 ft. *Sea Queen*, and have five other boats fishing for them, including the *Eric Jay*, operated by Harold Essington of Pleasantville and the *Nettie K*, operated by Joe Chance of Ocean City. They report that the boats have been doing well dragging for scup and fluke.

Clam Boats Tied up in Price Dispute

A strike of clamming boat operators in protest against the lowering of the price paid for clams has stopped operations at the Cape May County Airport plant of the Snow Canning Co., Wildwood.

Boats bringing clams into local harbors to be processed at the plant ceased operations on August 28 after canning company officials met with the clam boat operators. An almost unanimous vote of the operators resulted in the work stoppage.

William Kleb, manager of the airport clam factory,

Pride Brand FROZEN SCALLOPS and FILLETS
Guaymex Brand Layer-Packed Shrimp
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Packed in Consumer and Institutional Sizes
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Maurice J. Boyle, Manager
Greene and Wood Pier Box 24 Telephone 4-1861
NEW BEDFORD, MASS.

said the stoppage will affect about 200 workers in his installation and upwards of 50 clammers. The strike resulted, Kleb said, when general business competition resulted in the necessity to drop clams from $1.50 to $1.25.

From 30 to 40 boats are affected, most of which are docked at Otten's Harbor. Other boats engaged in local clamming operations are from Cape May and Ocean City, Md. The boats engage in operations offshore from Wildwood.

Party Boats Doing Well

Fish of all sizes and varieties were still very much in evidence in Long Beach Island waters the latter part of August, and fishermen returning to local docks continued to report good catches, both in offshore waters and in the bay. The charter boats were getting from 25 to 65 blues in a half day's fishing. These fish were medium size, weighing from 1½ to 3 lbs.

Large bonito, scaling up to 4½ lbs., were also to be had offshore, but they were proving spotty and were not being landed with any great regularity. Seven to ten pound albacore were also being taken.

Boston Fishing Boat Sinks In Coast Guard Collision

The 40-ft. fishing vessel *Larosa* sank on August 11 following a collision with a Coast Guard patrol boat in foggy Boston Harbor, but the five-man crew of the fisherman escaped uninjured. The crew drifted for two hours in a dory off Deer Island until they were picked up by a tanker.

Michael Aiello of the *Larosa* declared that the bow of the vessel was stove in by the collision, but that he and his crew mates had time to get to their dory because the vessel sank slowly. The *Larosa* was homeward bound after a weekend of fishing when the accident occurred.

Big Day At Fish Pier

August 25 was the biggest day of the month for the Fish Pier when 23 boats reported with 1,249,900 lbs of fresh fish, plus 600 gallons of scallops. The supply included 211,000 lbs. haddock, 525,000 lbs. haddock scrod, 126,500 lbs. cod, 109,500 lbs. ocean perch, 9000 lbs. tuna and 268,900 lbs. mixed fish.

The fleet was comprised of four trawlers, six large draggers, nine small draggers, and three small trawlers. The tuna were landed by the *Marietta & Mary*.

"Victory" Lands Tuna

The dragger *Victory* arrived in port on August 22 with 13,700 lbs. of mixed fish and 125 bluefin tuna weighing some 13,000 lbs.

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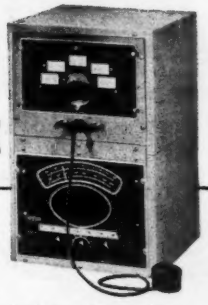

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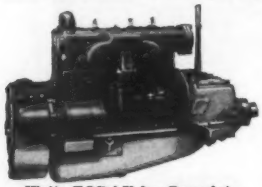

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Vineyard Bailings

By J. C. Allen

August slipped into the wake as we write up this log, and the majority of local sea-skimmers probably felt some satisfaction in this. Certainly, the majority of 'em have had very little cause to enthuse over what August has brought. Law and custom, usages, if you prefer, capsize the compensations of nature; and the cussedness of mankind does the rest.

We would say, for example, that our swordfishermen have done well, as far as numbers and tonnage is concerned. The fish have been large, the trips have been mostly good. But the fishermen have been obliged to cruise a couple of hundred miles or more from home to get 'em and when they have made port they did not get the prices that sword has usually brought in the past. Partly because there were other people living much nearer the best grounds than they, in consequence of which they got more, got 'em faster and saved time in making the market.

But we have had very few swordfishermen. The small craft, which in other years used to keep a steady, if light, trickle of fresh sword coming in, could find them within cruising distance.

The dragging, which is the life-blood of the industry off these coasts, has been sketchy, partly because the schools scattered and thinned out, and partly because of long spells of fog which always interfere. But the thing that irks us is the law and the usage which prevents a change-over to other means and methods of fishing.

For six solid weeks the ocean alongshore has been black with bait. The sea-bass have schooled on top of water by the thousands. The bluefish have torn the water to foam over acres of area. The striped bass have laid, like a herd of fat swine, in the rock-pools, and nobody has cleaned up on any of 'em. The law protects the bass; there are few men left who know how to seine, and seining is largely frowned upon anyhow. The fact is that this mass of fish which has replaced the fluke and sole goes largely to waste because of these reasons and because the public has been educated to demand fillets.

Our local fishing fleet increased, as to tonnage, a few years ago. We had half a dozen fair-sized vessels and a fleet of smaller ones, but since the settlement of the fishermen's strike, one of the larger ones has been sold. The owner, who was skipper, had enough and we can understand his point of view. The change-over involved, which has converted the freest industry that ever existed in all of history to a closed shop, is bad in our estimation, and there is something entirely contrary to the traditional American notion about things when a man insists on sharing in the profits but is not willing to share the risk or the gamble that there will be profits to share.

As of the latter part of the month, a drop in temperature became apparent. If there is anything that would help matters afloat, this is it but only time will tell. The water has been so warm that all fish became soft, and the few hand-liners who operated with regular lines, and sportfishermen with drails, all noticed the increasing number of fish lost through tearing out. Actually, these hard-mouthed bottom fish become so soft that the hooks tore out very often.

It is foolish, we suppose, to refer to other days and methods. Nobody listens or gives a damn, and that is natural enough. But there are men who have lived through these cycles, if you want to call them by such a name, and who can remember how shore-fishermen used to handle various kinds of gear depending upon what happened to be running best. Hand-liners had sweep-seines, some of them set line-trawls, trap-fishermen could set bass-traps, and gill-nets were used everywhere. What we are trying to say is that if they worked in such manner now, there would be no slim pickings as far as heft in the gear is concerned.

Canadian Report

By C. A. Dixon

Reverting to the old-time conditions which prevailed for decades, a plentiful school of sardines appeared on the run of tides known as the "August Darks", making busy days and nights for sardine fishermen and boatmen. Silver hake again drove the herring schools in the Bay of Fundy into the Passamaquoddy Bay region and large quantities of the fish struck in the weir fishing areas around St. Andrews and vicinity. Boatload after boatload were taken from the weirs and delivered in Eastport and Lubec, some of the fish having been packed for sardines and large surplus quantities having been handled at the fish meal and fertilizer plants. Sardines in good quantities are also being caught in the Saint John area.

The fact that the sardine factories on the Maine side of the border will be operated for some time yet, and possibly until the end of the 1952 packing season, will do much to lend at least some encouragement to the weirmen who in most places in Charlotte County, have had a poor season. The major portion of the fish caught has been sold at fertilizer prices. In some sections small herring or brit have made their appearance, and this may mean that sales of fish for sardines will be stepped up as the smaller fish become available.

Good Market for Tuna

During the latter part of August tuna appeared in southern New Brunswick waters and a number of the bluefins were caught in sardine weirs at various points in Charlotte County, including those located at Deer Island, Campobello, and Grand Manan. Some were taken also in weirs in the St. Andrews Bay area. Fishermen get the fish by stunning them with a dynamite charge and then dispatching them with various weapons. In the old days, even scythes were used to lance the tuna, but some were harpooned with lily-irons and the fish would swim around the weirs until they got "tuckered out".

Halifax reports that there exists an unlimited market for tuna and that a single exporter there can handle annually close to 2,000,000 pounds of the tasty fish. A fish that not over a decade ago was considered worthless and a source of annoyance to fishermen, whose nets and seines were torn to pieces by the bluefins, has now become popular as a food, especially in the canned state.

In the St. Margaret's Bay region the tuna are caught and shipped in refrigerated trucks to Maine, and from Digby they are shipped to Boston and New York. Three years ago when prices were comparatively high for tuna, the total catch in Canadian waters ran close to a million dollars worth. At prices of six and seven cents a pound paid this year earnings of fishermen have been given as around $1,200 for the three months period in which the tuna run. Traps and spillers are used to catch the bluefins. A spiller consists of a heavy net of six-inch mesh which is dropped and scooped under the fish. Six or seven boats are required for this operation. If a large catch is made the tuna will become smothered so that they can be easily handled; if not and they are threshing around, the fishermen use axes with which to kill them. As many as fifty large tuna have been caught in a single haul, and it is quite usual to catch as many as two hundred small ones. Some of the big ones weigh over a half ton.

Packers Hear International Commission Official

Officials of the Maine Sardine Packers' Association were guests of the Charlotte County Board of Trade, in the Algonquin Hotel, St. Andrews, N. B., on August 27. Dr. W. R. Martin, executive secretary of the International Commission for Northwest Atlantic Fisheries, gave an address which contained a great deal of information regarding the fisheries of the region.

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Lester & Toner, Inc., Fulton Fish Market

South Fish Co., 31 Fulton Fish Market

Frank W. Wilkisson, Inc., 16 Fulton Market

Where-to-Buy Directory

Companies whose names are starred (*) have display advertisements in this issue; see Index to Advertisers for page numbers

AIR STARTING MOTORS
*Ingersoll-Rand, 11 Broadway, N. Y. 4, N. Y.

ALARM SYSTEMS
Brown Alarm Mfg. Co., Inc., 1631 Filbert St., Baltimore 26, Md.

ANCHORS
*Danforth Anchors, 2121 Allston Way, Berkeley, Calif.
*Northill Co., Inc., Los Angeles 45, Calif.

BATTERIES—Storage
Bowers Battery & Spark Plug Co., Reading, Penn.
"Exide": Electric Storage Battery Co., 42 South 15th Street, Philadelphia 2, Pa.
*Surrette Storage Battery Co., Salem, Mass.
Tracy Yacht Basin, Inc., 20 Ericsson St., Dorchester, Mass.

BLOCKS
Madesco Tackle Block Co., Easton, Pa.

BOOTS
United States Rubber Co., Rockefeller Center, New York, N. Y.

CANS
Continental Can Co., 100 E. 42nd St., New York, N. Y.

CLOTHING
The H. M. Sawyer & Son Co., Cambridge, Mass.
*A. J. Tower Co., 24 Simmons St., Boston, Mass.
United States Rubber Co., Rockefeller Center, New York, N. Y.

CLUTCHES
Newton Clutch Mfg. Co., 1 Border St., W. Newton, Mass.

COLD STORAGE
Quaker City Cold Storage Co., Philadelphia, Pa.

COMPASSES
John E. Hand & Sons Co., 243 Chestnut St., Philadelphia 6, Pa.
*Marine Compass Co., Pembroke, Mass.
E. S. Ritchie & Sons, Inc., 112 Cypress St., Brookline, Mass.
Sperry Gyroscope Co., Division of the Sperry Corp., Great Neck, N. Y.
*Wilfrid O. White & Sons, Inc., 216 High St., Boston 10, Mass.

CORDAGE
American Manufacturing Co., Noble and West Sts., Brooklyn, N. Y.
*Columbian Rope Co., Auburn, N. Y.
*The Edwin H. Fitler Co., Philadelphia 24, Pa.
New Bedford Cordage Co., 131 Court St., New Bedford, Mass.
*Plymouth Cordage Co., Plymouth, Mass.
Tubbs Cordage Co., San Francisco, Calif.

DECK PLATES
*J. F. Hodgkins Co., Gardiner, Me.

DEPTH FINDERS
Bendix Aviation Corp., Pacific Div., 475 Fifth Ave., New York 17, N. Y.
Bludworth Marine, 92 Gold St., New York 7, N. Y.
*Kaar Engineering Co., Palo Alto, Calif.
Raytheon Manufacturing Co., 138 River St., Waltham 54, Mass.
*Wilfrid O. White & Sons, Inc., 216 High St. Boston 10, Mass.

DIRECTION FINDERS
Applied Electronics Co., 1246 Folsom St., San Francisco 3, Calif.
Bludworth Marine, 92 Gold St., N. Y. 7, N. Y.
Raytheon Manufacturing Co., 138 River St., Waltham 54, Mass.

ELECTRICAL CONVERTERS
LaMarche Mfg. Co., Wakefield 8, R. I.

ENGINES—Diesel
The Buda Co., Harvey, Ill.
*Burmeister & Wain American Corp., 17 Battery Place, New York 4, N. Y.
Caterpillar Tractor Co., Peoria, Ill.
*Cooper-Bessemer Corp., Mount Vernon, O.
Cummins Engine Co., Columbus, Ind.
*Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W. Outer Drive, Detroit 23, Michigan.
*Enterprise Engine & Machinery Co., 18th and Florida Sts., San Francisco 10, Calif.
*Fairbanks, Morse & Co., Chicago, Ill.
*Florida Diesel Engine Sales, 332 East Bay St., Jacksonville, Fla.
Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.
Hallett Mfg. Co., 1601 West Florence Ave., Inglewood, Calif.
*P&H Diesel Engine Division, Harnischfeger Corp., 100 Lake St., Port Washington, Wis.
Kermath Manufacturing Co., 5890 Commonwealth Ave., Detroit 8, Mich.
*The Lathrop Engine Co., Mystic, Conn.
Walter H. Moreton Corp., 9 Commercial Ave., Cambridge 41, Mass.
Murphy Diesel Co., 5317 West Burnham St., Milwaukee, Wis.
*The National Supply Co., Engine Division, Springfield, Ohio.
*Nordberg Mfg. Co., Lincoln Bldg., 60 East 42nd St., New York 17, N. Y.
The Palmer Bros. Engine Corp., River Road, Cos Cob, Conn.
H. O. Penn Machinery Co., Inc., East River and 140th St., New York, N. Y.
*Perkins-Milton Co., 376 Dorchester Ave., South Boston 27, Mass.
*Red Wing Motor Co., Red Wing, Minn.
Scripps Motor Co., 5817 Lincoln Ave., Detroit 8, Mich.
Wolverine Motor Works Inc., 1 Union Ave., Bridgeport, Conn.

ENGINES—Gasoline
*Chris-Craft, Marine Engine Div., Algonac, Mich.
*Chrysler Corp., 12211 East Jefferson, Detroit, Mich.
Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.
Kermath Manufacturing Co., 5890 Commonwealth Ave., Detroit 8, Mich.
*The Lathrop Engine Co., Mystic, Conn.
*Nordberg Mfg. Co., Lincoln Bldg., 60 East 42nd St., New York 17, N. Y.
The Palmer Bros. Engine Corp., River Road, Cos Cob, Conn.
*Red Wing Motor Co., Red Wing, Minn.
Scripps Motor Co., 5817 Lincoln Ave., Detroit 8, Mich.
*Universal Motor Co., 436 Universal Drive, Oshkosh, Wis.

ENGINES—Outboard
*Evinrude Motors, 4760 N. 27 St., Milwaukee 16, Wis.
Johnson Motors, 6300 Pershing Rd., Waukegan, Ill.

FILTERS
Fleck Engineering Co., Inc., 1631 Filbert St., Baltimore 26, Md.
*Winslow Engineering Co., 4069 Hollis St., Oakland 8, Calif.

FISHING GEAR
F. J. O'Hara Trawling Co., 211 Northern Ave., Boston 10, Mass.
*Westerbeke Fishing Gear Co., Inc., 279 Northern Ave., Boston, Mass.

FISH MEAL MACHINERY
Enterprise Engine & Machinery Co., Process Machinery Div., 18th & Florida Sts., San Francisco 10, Calif.
*Standard Steel Corp., 5008 Boyle Ave., Los Angeles 58, Calif.

FLOATS
Charles F. Dagle Corp., 163 Orleans St., East Boston 28, Mass.
J. H. Shepherd Son & Co., 1820 East Ave., Elyria, Ohio.

GENERATING SETS
The Buda Co., Harvey, Ill.
*Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W. Outer Drive, Detroit 23, Michigan.
Hallett Mfg. Co., 1601 West Florence Ave., Inglewood, Calif.
Nap. J. Hudon, 40 Fish Pier, Boston, Mass.
*Universal Motor Co., 436 Universal Drive, Oshkosh, Wis.

GENERATORS
The Imperial Electric Co., Akron, Ohio.
D. W. Onan & Sons, Inc., University Ave., S.E., Minneapolis 14, Minn.
The Safety Car Heating & Lighting Co., Inc., Marine Div., P.O. Box 904, New Haven 4, Conn.

HOOKS
*O. Mustad & Son, Oslo, Norway.
*"Pflueger": Enterprise Mfg. Co., 110 Union St., Akron, Ohio.

LORAN
*Radiomarine Corp. of America, 75 Varick St., New York 13, N. Y.
Sperry Gyroscope Co., Division of the Sperry Corp., Great Neck, N. Y.

MARINE GLUE
L. W. Ferdinand & Co., Inc., Mica Lane, Newton Lower Falls 62, Mass.

MOTOR GENERATORS
The Safety Car Heating & Lighting Co., Inc., Marine Div., P.O. Box 904, New Haven 4, Conn.

NETS
*W. A. Augur, Inc., 35 Fulton St., New York, N. Y.
*R. J. Ederer Co., 540 Orleans St., Chicago, Ill.
The Fish Net & Twine Company, 310-312 Bergen Ave., Jersey City, N. J.
Frontel Net & Twine Corp., 24 Flanders Rd., East Hampton, Conn.
*The Linen Thread Co., Inc., 105 Maplewood Ave., Gloucester, Mass.
Moodus Net & Twine, Inc., Moodus, Conn.
Joseph F. Shea, Inc., East Haddam, Conn.
A. M. Starr Net Co., East Hampton, Conn.

OIL—Lubricating
Esso Standard Oil Co., 15 West 51st St., New York 19, N. Y.
Gulf Oil Corp., Gulf Bldg., Pittsburgh, Pa.
Socony-Vacuum Oil Co., Inc., Marine Sales Dept., 26 Broadway, New York 4, N. Y.

PAINTS
Henderson & Johnson, Inc., Gloucester, Mass.
*International Paint Co., Inc., 21 West St., New York, N. Y.
George Kirby, Jr. Paint Co., 14 Wall St., New Bedford, Mass.
Pettit Paint Co., Belleville, N. J.
*Pittsburgh Plate Glass Co., Pittsburgh, Pa.
*C. A. Woolsey Paint & Color Co., Inc., 229 East 42nd St., New York 17, N. Y.

POWER TAKE-OFFS
Albina Engine & Machine Wks., 2100 N. Albina Ave., Portland, Oregon

PROPELLERS
•Columbian Bronze Corp., Freeport, N. Y.
Federal Propellers, Grand Rapids, Mich.
•Hyde Windlass Co., Bath, Me.
•Michigan Wheel Co., Grand Rapids, Mich.

PROPELLER SHAFTS
The International Nickel Co., Inc., 67 Wall St., New York 5, N. Y.

PUMPS
Jabsco Pump Co., 2031 N. Lincoln St., Burbank, Calif.

RADAR
Louis Posner Marine Radio Equipment, Inc., 261½ Northern Ave., Boston 10, Mass.
•Radiomarine Corp. of America, 75 Varick St., New York 13, N. Y.
Raytheon Mfg. Co., 138 River St., Waltham 54, Mass.

RADIO TELEPHONES
Applied Electronics Co., 1246 Folsom St., San Francisco 3, Calif.
•Hudson American Corp., 25 West 43rd St., New York 18, N. Y.
•Radiomarine Corp. of America, 75 Varick St., New York 13, N. Y.
Raytheon Mfg. Co., 138 River St., Waltham 54, Mass.

RANGES—Galley
The J. M. Keely Sales Co., P.O. Box 4941, Miami, Fla.
"Shipmate": The Stamford Foundry Co., Stamford, Conn.

REDUCTION GEARS
Auto Engine Works, Inc., 333 A. North Hamline Ave., St. Paul, Minn.
•Snow-Nabstedt Gear Corp., Weldon St., Hamden, Conn.
Twin Disc Clutch Co., 1341 Racine St., Racine, Wis.
G. Walter Machine Co., 84 Cambridge Ave., Jersey City 7, N. J.

RUST PREVENTIVE
•Sudbury Laboratory, Box 780, South Sudbury, Mass.

SHIPBUILDERS
Bristol Yacht Bldg. Co., So. Bristol, Me.
Diesel Engine Sales Co., Inc., St. Augustine, Fla.
•Liberty Dry Dock, Inc., Foot of Quay St., Brooklyn 22, N. Y.
Newbert & Wallace, Thomaston, Me.
•Frank L. Sample & Son, Inc., Boothbay Harbor, Me.
Story Marine Railway, So. Portland, Me.
Webber's Cove Boat Yard, Inc., East Blue Hill, Me.

SILENCERS
John T. Love Welding Co., 31 Wharf St., Gloucester, Mass.

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The Edson Corp., 141 Front St., New Bedford, Mass.
Sperry Gyroscope Co., Division of the Sperry Corp., Great Neck, N. Y.

STERN BEARINGS
•"Goodrich Cutless": Lucian Q. Moffitt, Inc., Akron 8, Ohio.
Hathaway Machinery Co., Inc., New Bedford, Mass.

VOLTAGE REGULATORS
The Safety Car Heating & Lighting Co., Inc., Marine Div., P.O. Box 904, New Haven 4, Conn.

WINCHES
Bodine & Dill (formerly Hettinger Engine Co.), Bridgeton, N. J.
Hathaway Machinery Co., Inc., New Bedford, Mass.
Stroudsburg Engine Works, 62 North 3rd St., Stroudsburg, Penn.

WIRE ROPE
•American Steel & Wire Division, United States Steel Co., Rockefeller Bldg., 614 Superior Ave., Cleveland 13, Ohio
Bethlehem Steel Co., Bethlehem, Pa.
•John A. Roebling's Sons Co., Trenton 2, N. J.
Wickwire Spencer Steel Division of The Colorado Fuel & Iron Corp., Palmer, Mass.

Georgia Shrimp Trawlers Bought by Panama Firm

Six Brunswick shrimp boats are preparing to hoist the flag of the Republic of Panama and sail off to Pacific waters of that country. The boats were sold by Sam Lewis of Brunswick Quick Freeze to Panama Fisheries, Inc., a firm established by Americans to go after the large shrimp being found off Panama.

Some 81 trawlers already have been rushed to Panama. A few are big ships converted from such vessels as luxury yachts, but the current standard American shrimp boat is coming into favor, too.

The Panama shrimp run as few as eight to the pound. This is contrasted to the 30 to the pound considered good in Georgia, and a frequent count of 30 to 70. The smaller Panama shrimp run up to 18 to the pound, and down there is it not considered profitable to go after shrimp over 25 count.

New Brunswick Crab Plant

What is recognized as probably one of the finest crab packing plants in America is nearing completion at Brunswick. The new Lewis Crab Factory is being erected at a cost of an estimated $75,000, complete with extensive concrete docks and loading platforms along the waterfront.

The building is of brick with a concrete floor and metal roof. It will contain refrigerating facilities, and the crab picking rooms will be lined with stainless steel.

The structure, constructed under the supervision of the firm's two partners, W. B. and Euclid Lewis, will have about 8,800 square feet of floor space, considerably larger than the present plant alongside, which will be used for storage purposes. One innovation will be tables of highly-finished concrete, which are expected to outlast stainless steel ones.

Crab production in this area has been excellent the past year, unusual in that it has remained steady through all the seasons. Brunswick has two of Georgia's three crab plants.

Shrimp Firm Grows Rapidly

William F. Mullis, president and part owner of the Trade Winds Packing Co. of Thunderbolt, last month told Exchange Club members of the rise of his company in four years from a small grocery store to an $8 million a year business.

The company, which breads and freezes shrimp, was founded four years ago in Mr. Mullis' kitchen, where most of the early work was done. The shrimp were prepared there, he said, and frozen at his grocery store.

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ENGINE FOR SALE

Fairbanks-Morse Marine Diesel, 6 cylinder, 180 hp., Model 35 F 8¾, 4 years old, Kinney clutch fore and F-M marine clutch aft, extras, $2500.00 f.o.b. Greenport, L. I. Write Philip Reinhardt, Southold, L. I., N. Y.

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75 ft. commercial fishing dragger, in operation, complete with two whiting nets and one roller net, with Hathaway winch, 185 hp. Cummins Diesel with 2:1 reduction gear. Engine, boat and equipment in perfect condition. James Fiore, c/o Neptune Oil Corp., 15 T Wharf, Boston, Mass. Tel. LAfayette 3-8444.

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56 ft. landing barge—LCM 6—all steel, 2 Gray 165 hp. Diesels, deck house. In first class running condition. Fire Island Sea Clam Co., Inc., W. Sayville, N. Y. Tel. Sayville, N. Y. 4-0777.

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43' dragger, 8-cylinder Chrysler Royal, hoist, nets, and equipment, ship-to-shore radio. Now in operation. Price $4500. Write to John J. Meany, Jr., 81 Ridgefield Ave., Point Pleasant, N. J. Phone: Pt. Pleasant 5-1608-W.

CONVERTED CUTTER FOR SALE

83' converted cutter, fully equipped, fishing now. Can be easily converted to party fishing or scallop boat. Two 225 hp. Gray Marine engines (Rebuilt). In good condition throughout. Priced reasonably. Remy Fauquet, c/o Mystic Marine & Commercial Fish Co., Mystic, Conn.

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Nova Scotia built boat for sale. 44 ft. long, 12 ft. 8 in. wide, heavily constructed. Built 1950. Buda Diesel engine. Fully equipped. R. B. & C. G. Stevens, Jonesport, Me.

ENGINE FOR SALE

300 hp. Atlas engine, nine years old, completely overhauled 11 months ago. Apply Producers Fish Co., Commercial St., Gloucester, Mass. Tel. Gloucester 1065.

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Western type dragger, 48' x 14.4' x 6.8', built Connecticut 1946. G. M. Diesel, 165 hp., telephone, direction finder, Fathometer, Loran. Ice 40,000 lbs. Completely rigged for dragging. For sale by estate. Details, photo, price on request. Contact Edwin B. Athearn, Marine Broker, Falmouth, Mass. Tel. 2074.

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Sports fisherman, 37 x 11 x 3½, powered with 132 hp. Lathrop, fully equipped. If you are looking for an exceptionally good boat with parties for rest of season and good will of business, also nearly 1 acre land with dock and a house close by—a good set-up for someone—think this over. A wonderful opportunity.

For draggers I have a good selection to choose from. Tell me your wants, to buy or to sell. Will be glad to get together.

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New—rebuilt and used parts for G.M. 8-268A—12-567 and G.M. 71 series. Buda 468 Navy types DD and DA, Superior MA and MD. Propellers 52" dia. to 12" dia., new and used. Used bronze shafting 2" and 2½", reasonable. Western Branch Diesel Sales & Service, P. O. Box 67, West Norfolk, Va.

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5226710	Injector Assembly, 60 mm. (Also 90-80-70)	$47.45	$27.50
5230030	Fuel Transfer Pump, Right & Left	29.75	12.50
5171520	Cylinder Liner (Latest Type Genuine G.M.)	17.00	9.75
5161023	Sea Water Pump Impeller (Gray D6-550)	10.00	5.00
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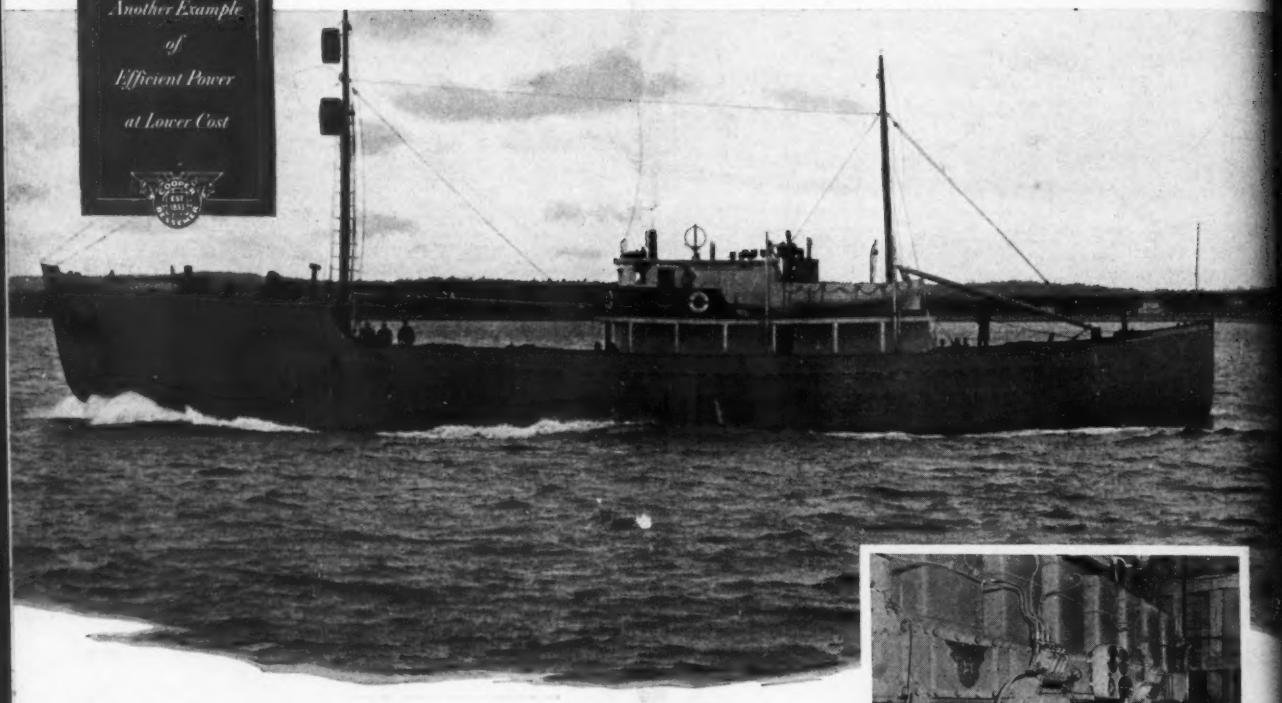

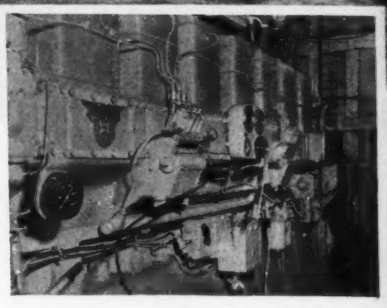

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